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KEN KARLEWICZ

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Stack Trains on the Susquehanna

Narrow Gauge Caboose • Benwood Memories

KODACHROME: PAUL HUNNELL
EKTACHROME: BILL BLUST

THE TRONA RAILWAY has applied fresh colors to its recently-acquired Baldwin AS616 54, shown here at Trona, Cal., on February 13, 1987. It was acquired last year from an abandoned ITT-Rayonier logging line in Washington. See page 28.

Railnews

KODACHROME: MIKE THOMAS

SPRINGFIELD TERMINAL, which last operated its 5.4-mile line with a Trackmobile, has just acquired 35 Santa Fe SD26s, two of which are shown here on the B&M at Ayre, Mass., on BUBO on January 28, 1987. They are being repainted into Guilford colors, as shown on 631 at Mechanicville, N.Y., on February 7. See page 28.

KODACHROME: JIM SHAUGHNESSY

L&N PACIFIC 152 made a photo run at the very short Bee Rock Tunnel (left) on the L&N near Appalachia, Va., on October 11, 1986, on a fantrip from Loyall to Appalachia. The 152 will be used on a number of trips for Norfolk Southern this summer. See TIMETABLE.

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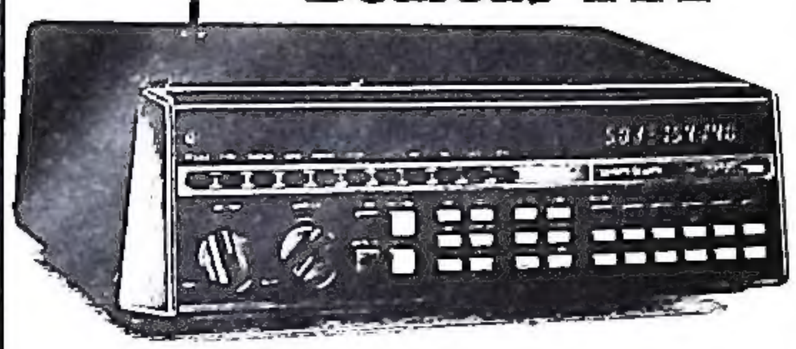

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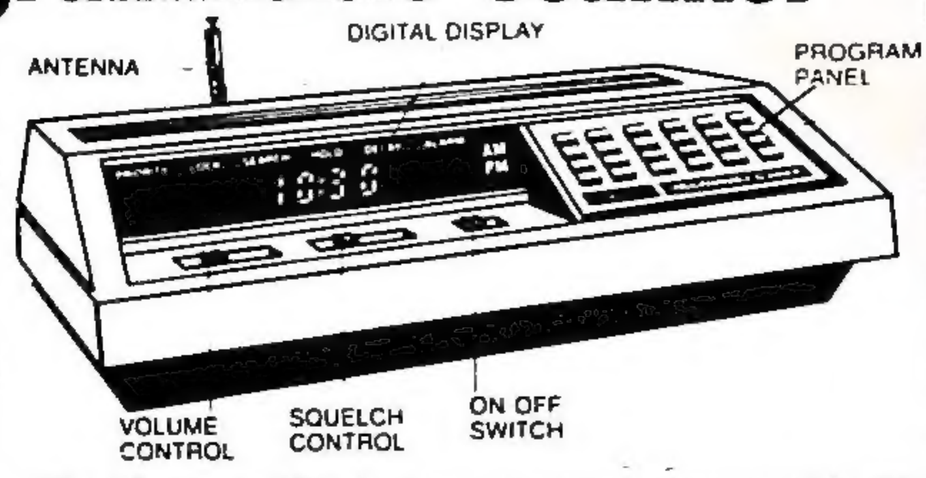

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From the Publisher's desk:
Susquehanna, the real life Phoenix

I'd just about written off the New York, Susquehanna & Western five years ago after it had been skeletonized by real estate interests. It kept operating on its rotted ties largely due to the herculean efforts of a handful of dedicated employees. No one could foresee that the Suskie was to rise from the ashes to run mile-long freights over trackage that hadn't turned a wheel in 20 years, as well as take over new branches in three states.

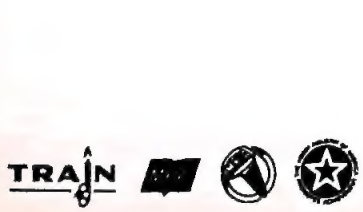
The modern Susquehanna had risen from the ashes before, in 1939, when it gained independence from the parent Erie Railroad with the late Walter Kidde as its head. White Susquehanna lettering gleamed on former-Erie 0-6-0, 4-6-0, 4-6-2 and 2-10-0 steam power. A fleet of Alco S2 and RS1 locomotives soon arrived on the property for use in swithcing, freight and passenger service. An abandoned spur became the key to a brand new passenger service from Paterson to the Lincoln Tunnel entrance providing commuters with speedy and dependable train service to New York City using two new ACF semi-diesel railcars, later supplemented with two similar double car trains and several backup gas electrics (including Erie 5012, preserved at the Ohio Railroad Museum in Worthington and recently released as a brass HO model).

The Susquehanna was hailed as the first Class 1 railroad to go all diesel, although it retained two of the Erie Russian decapods in dead storage and later leased steam power from the D&H when faced with a motive power shortage after World War II.

Coincident with independence, most of the Susquehanna's western end Wilkes-Barre & Eastern was abandoned, cutting off the NYS&W's direct connection into the Pennsylvania coal fields. The Suskie enjoyed connections with the L&NE, L&HR, Erie, NYC, PRR, DL&W, CNJ, M&NJ and others. The freight-only western end saw occasional fan trips run by the DL&W. Mixed train service had once been offered west of Sparta, N.J., to Wilkes-Barre.

In 1948 I asked Otto C. Gruenberg, the Susquehanna's Superintendent of Motive Power, how the Alco RS1 road switchers were standing up in service since it was not unusual for the Suskie to run five unit lashups on their then-heavy Hainesburg freights. His answer: The road switchers were fine, and the only reason they would like cab units would be for prestige value. In 1987, several of the original Alcos are still available for service, outclassed by C430s and SD45s—and two F45s; the Susquehanna finally got its "prestige" cab units!

The born-again Susquehanna has come a long way since Walter Rich's Delaware Otsego Corporation took over the road. The early inspection runs at slow speed with the cars scraping tree branches on each side of the track is a far cry from today's operations with stone ballasted track, new ties, weed-free right-of-way and modern equipment. And it's great to see an old friend in such good health after all those lean years.



RAILFAN & RAILROAD

May 1987/vol.6 no.9

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Cover

Westbound Susquehanna double-stack container train SLN-3 paused at Campbell Hall, N.Y., on January 3, 1987, for a crew change. The overcast parted and the sun blazed in from low in the west, illuminating the fresh snow and the yellow and black nose of NYS&W F45 6370, the former-BN 6644. The story of how the NYS&W, which had been literally hours away from total abandonment, turned around to become a major competitor in the coast-to-coast container business begins on page 44. Kodachrome by Ken Karlewicz.

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Fanmail

Weir Cook Airport

It's a good thing you follow trains on rails and roads rather than by flying. In commentary on Don Ball, Jr., Weir Cook Airport is in Indianapolis, not Detroit.

JONATHAN H. ALLEN
Ellington, Conn.

Ted Rose watercolors

Thank you for bringing us that beautiful spread of Ted Rose watercolors in the January 1987 issue.

The paintings are spectacular. His facility with watercolor is nothing short of amazing. Painting in watercolor is pure treachery as a general rule, but painting steam locomotives in watercolor is akin to hand-firing a Big Boy with 100 loads all the way up and over Sherman Hill. It takes superhuman skills with the medium, but Ted Rose has shown us what a master he is.

I hope you will prevail upon him to share more of his paintings and that we will see more of his work in your fine magazine.

ANDREW HARMANTAS
Newport News, Va.

They say "it takes one to know one," and that cannot be better expressed than by pointing out that Andy Harmantas is himself one of the finest painters of rail subjects in the country today—J.B.

Engineers, then and now

This is in reference to the letter from Robert C. Guhr in the January 1987 issue, and your reply.

For your information, those "real-life steam era" engineers and firemen had to know a great deal more about their locomotives than do today's diesel jockeys. And, those crews were expected to use that knowledge in the event of a breakdown on the road. On the Union Pacific, firemen were subjected to a three-year series of progressive written and oral mechanical examinations, consisting of hundreds of detailed, technical questions, and they were expected to use this knowledge to prevent engine failures from tying up the railroad. These men had to know not only how to repack bearings, but how to block valves, remove rods, bypass piping, repair stokers and pumps, how to get home on one side, and lots of other things. Except in very serious cases, such as slipped tires, blown flues or a boiler explosion, the crew had to get the engine home. They may have had to leave the train in a siding or limp home on one side, but they were expected to, and did, handle such problems routinely.

I don't think you really meant to insult the abilities of the enginemen of the steam era, but in your haste to defend your friends on some of today's crews, that is what you did.

Yes, it is a bit more difficult to operate steam locomotives in 1987 than 1947, but we also have some advantages that the old timers never dreamed of, such as radio, modern materials and lubricants, and, as Mr. Guhr pointed out, we do run with lighter trains and predominantly in daylight hours. It still requires a lot of work, long hours and a great deal of time spent trying to work around other railroaders at all levels who do not comprehend the needs of a steam operation, but all in all, it is easier nowadays.

By the way, we do not have a "separate backshop force" on the UP to support our engines. We are extremely fortunate to be able to use the talents of three of our regular people, who spend about 85% of their time on diesel repairs and only work on steam when needed and as they have the time. These three guys have a combined total of more than 75 years experience, and they are quite capable of setting valves, rolling flues, calculating a Form 4, and any other job that needs doing, thank you.

You did make a very important point regarding McCormack's being a promoted locomotive engineer. Railfans tend to overlook the fact that there is a great deal more to running a locomotive than blowing the whistle and pulling the throttle. A complete and thorough working knowledge of the operating and air brake rules plus train handling experience are a must if there is to be a safe, efficient operation. Some of today's "engineers" are not qualified to bear that title, and their operations tend to show it.

STEVE LEE
General Road Foreman
Wyoming Division
Union Pacific R.R.
Cheyenne, Wyo.

I normally allow remarks like those of Mr. Guhr to pass without much notice, however, since his comments were directed at myself

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and my crew I feel compelled to respond. He is correct when he states that that "silly" attire was worn by thousands of railroaders in the steam era. But I would venture a guess that very few of them were as spotless as the one I wore in the movies. In those days it was appropriate attire for the work environment of the time. Remember this is 1987, not 1947, and that attire is no more appropriate today than is the "old" steam locomotive in the railroad industry. In those days bib overalls were worn to protect the street clothes of the enginemen so that when they got to the end of their run they could peel them off and feel like a human being again. They were not a status symbol or a uniform; they were functional work clothes. Our dress today not only has to be functional but has to protect an image. An image that says we are not trying to recreate "the good old days," but professionals at what we do and are aware of 1987 and the modern railroad environment. Dark T-shirts and dark pants are appropriate for us because they are comfortable in the cab when the temperature outside is 100 degrees. The T-shirts have no buttons to fall off or pockets to tear. Everything is wash-and-wear and easily maintained while on the road for long periods of time. When it is necessary to crawl under the engine to make repairs or adjustments, or you have to grease the engine at a service stop, you simply slip on a pair of coveralls and when you are through you can skin them off and still look presentable to go back into the train—or face a TV camera at the next town without looking like a refugee from the grease pits.

Perhaps Dave Lustig's article makes it sound like a piece of cake to take an engine like the 4449 on one of these trips. Nothing is further from the truth. When we talk to people we generally tend to talk about the good times we have and don't dwell on the work it takes to keep her on the road or the problems we encounter along the way. That's just the price you have to pay for a few hours of fun and excitement you get. For every hour of operation it takes ten hours of work behind the scene. I didn't see Mr. Guhr's smiling face when we had to slide under the engine while sitting in the middle of the main track and pull down the oil cellar on that hot journal, or when it was time to lay in the gravel at Eagle Mountain to adjust shoes and wedges. And where was he when we had to load a ton of sand into the sand boxes, by hand, in L.A.? It would take a whole issue of R&R just to cover the work that's required to prepare and maintain an engine for a trip like the *Tough Guys Daylight*.

As for optimum operating conditions: Take running two or three times farther than crews normally operate and a railroad you have only been on three or four times. Add to this a road foreman who has never been on a steam engine, a pilot fireman that is on his first trip over the division, and a pilot engineer who has jockeyed the board to get called to go on the steamer and hasn't been out of the yard in seven years. Shake well at 60 m.p.h. and see what you come up with.

Does Mr. Guhr know what it's like to get 51 miles into a 3000 mile trip and have a bearing run hot on the main driver? In "the good old days" you just limped into the next terminal and got another engine. For us there is no next terminal; there are no other engines. You are committed; there is no turning back.

Daylight running in good weather only? Nobody controls the weather. In a five day period we saw fog so thick you could cut it with a knife, cold drizzling days, snow in the

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Cascades and the sun and heat of southern California. As for daylight running, during the 18 months the 4449 was on the *Freedom Train*, almost every departure was at 2:30 a.m. We have seen more sunrises from the cab of the 4449 than we have sunsets.

Come on now—a fifth of the engine's capacity? Does Mr. Guhr think we only take five cars every time we go out on the road? The *Tough Guys Daylight* was one of the very few trips we have made with a small train. The *Freedom Train* had 26 cars, the Southern Railway excursions had 20 cars, the Amtrak transcon trip had from eleven to 20 cars, the 1981 trip to Sacramento had 16 cars, and the New Orleans trip had 13 cars with the equivalent tonnage of 15 cars. Again, this is 1987 not 1947, and we don't have a full shop and shop forces, so why tax her to the limit every time she goes out?

That perfectly maintained equipment gets that way only because the same men who run it spend countless hours making sure it gets that way and stays that way.

All of us in the steam game started our hobby as a volunteer somewhere along the line. The only way you get to be a part of a steam crew today is to come out on your own time and at your own expense and learn all you can in the limited time you have. Unlike the steam men of old, we do this because we love it, not for the paycheck. There are easier ways to make a dollar in the world today. The volunteers come and contribute what they can when they can and expect nothing in return. Their pay comes in the satisfaction and knowledge that they had a part in making her run. Give me a small group of good volunteers who do it because they love it over a whole trainload of "paid professionals" that do it for a paycheck any day.

My only response to potty breaks and Pepsis . . . we're all entitled to some luxuries in this old world today, aren't we?

If this letter sounds like I'm beating my own drum, I'm not. Change the names and the numbers and it would be any steam operation in America today. There is an old saying that goes, "Never condemn a man until

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you've walked a day in his shoes." So I challenge Mr. Guhr to come with us, at his own expense, on our next adventure. Start with us on the day work begins at Brooklyn roundhouse to get her ready and go until we close the doors behind her tender. If he can stick with Dick or Wheeler or George or Gary or any of the others, minute for minute, hour for hour and day for day and is still alive when it is all over, we will be more than happy to sit down over a pizza and Pepsi and listen to what he has to say.

DOYLE L. McCORMACK
SP 4449 Locomotive Crew
Portland, Ore.

GP30 under a Shay

I really enjoyed the artilce on the GP30, one of my favorite locomotives because I can easily identify it. I was surprised that it wasn't mentioned that Cass Scenic Railroad's Shay No.4 rides on GP30 axles. It seems that back in 1965 Shay 4 had a streak of broken axles. Investigations showed that improper repairs years before had caused the metal to crystalize. The Cass Shop replaced her axles with GP30 axles with turned down journals. Those same axles are still under her today.

DAVID BUCKLEW
Tunnelton, W.Va.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

NORFOLK SOUTHERN, 1987 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4, 152 is L&N light 4-6-2 from Kentucky Railway Museum, and "diesels" are SR green and gold FP7s or other diesel power.

April 4 and 11, 611 Atlanta-Chattanooga and return each day (ACN); **April 5 and 12,** 611 Atlanta-Toccoa, Ga., and return each day (ACN); **April 25,** 1218 Roanoke-Bluefield and return (RCN); **April 26,** 1218 Roanoke-Lynchburg-Roanoke-Walton-Roanoke (RCN).

May 2-3, 1218 Norfolk-Petersburg and return each day (TWC); **May 9,** Richmond-Roanoke round trip with diesel Richmond-Burkeville, 1218 to Roanoke and diesel return to Richmond (ODC); **May 16,** Lexington-Stearns, Ky., round trip with 152 Danville to Stearns one way and 611 Stearns to Lexington one way (BGM); **May 23,** 1218 Greenville, S.C.-Toccoa, Ga., and return (GVN); **May 24,** 1218 Greenville, S.C.-Charlotte, N.C., one way and diesel return to Greenville (GVN); **May 30,** 152 Knoxville, Tenn.-Natural Tunnel, Va., and return (OS); **May 31,** diesel circle trip in Salisbury, N.C., area (NCTH);

June 6, 1218 Charlotte, N.C.-Spartanburg, S.C. and return (PCCN); **June 6,** 152 Johnson City, Tenn.-Natural Tunnel, Va., and return (WTC); **June 7,** 152 Bristol-Walton, Va., and return (WTC); **June 7,** 1218 Charlotte-Greensboro, N.C., with diesel return (PCCN); **June 13,** 1218 Greensboro-Lynchburg with diesel return (GCN); **June 13,** 152 Knoxville-Asheville, N.C., one way (MSS); **June 14,** 152 Asheville-Knoxville one way (MSS); **June 26,** 611 Detroit-Chicago one way (BWC); **June 27,** 611Chicago-Ft. Wayne round trip (CNRH); **June 28,** 611 Chicago-Detroit one way (BWC).

July 11-12, 611 Detroit-Ft. Wayne and return each day (BWC); **July 11-12,** 152 Huntingburg, Ind., area trips (MCH); **July 18,** 611 Cincinnati-Portsmouth, Oh., with diesel return (CRC); **July 18, 19, 25 and 26,** 1218 and FP7s in Alexan-

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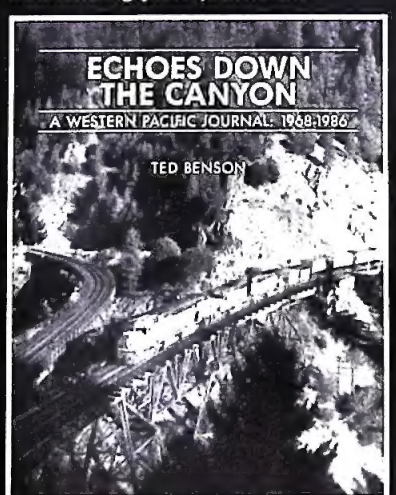

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dria, Va., area (WACN); **July 29-August 2, 611, 1218** and diesels in Roanoke, Va., area for NRHS National Convention (RCN).

August 8, 1218 Kenova, W.Va.-Columbus, Oh., and return (CPHC); **August 15, 1218** Toledo-Columbus, Oh., and return (MRC); **August 16, 1218** Bellevue-Columbus and return (MRC).

September 12-13, 1218 Cincinnati-Danville, Ky., and return each day (CRC); **September 19-20, 1218** Lexington, Ky.-Chattanooga, two-day round trip (BGM).

October 10, FP7s Hagerstown, Md.-Luray, Va., and return (WC); **October 17-18, 1218** Chattanooga-Crossville, Tenn., and return each day (TVRM); **October 17-18, FP7s** Roanoke-Abingdon, Va., and return each day (RCN); **October 24-25, diesels** Chattanooga-Crossville and return each day (TVRM); **October 24, FP7s** Asheville-Hickory, N.C., and return (ASHV); **October 25, FP7s** Asheville-Bull's Gap, Tenn., and return (ASHV).

October 31 and November 7, 1218 Atlanta-Chattanooga and return each day (ACN); **November 1 and 8, 1218** Atlanta-Toccoa and return each day (ACN); **November 14, 15, 21 and 22, 1218** Jacksonville, Fla.-Valdosta, Ga., and return each day (NFC).

The sponsoring organizations are: (ACN) Atlanta Chapter NRHS, P.O. Box 87246, Atlanta, GA 30337; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (TWC) Tidewater Chapter NRHS, P.O. Box 7185, Portsmouth, VA 23707; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, NC 27406; (NCTH)North Carolina Transportation History Corp., P.O. Box 44, Spencer, NC 28159; (OS) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, TN 37901; (PCCN) Piedmont Carolina s Chapter NRHS, 4407 Emory Lane, Charlotte, NC 28211; (WTC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605; (GCN) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (MSS)National Multiple Sclerosis Society, Suburban Office Plaza, Suite 109, 301 Gallaher View Road, Knoxville, TN 39919; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (CNRH) Chicago Chapter NRHS, 5246 S. Newland, Chicago, IL 60638; (MCH) Mayor's Committee of Huntingburg, Mayor Dale Helmrich, Huntingburg, IN 47542; (CRC) Cincinnati Railroad Club, P.O. Box 36060, Cincinnati, OH 45236; (WACN) Washington Area Chapters NRHS and Chesapeake RRE, P.O. Box 346, Laurel, MD 20707; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (MRC) Mad River & NKP RR Society, P.O. Box 42, Bellevue, OH 44811; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 640 Merrimon

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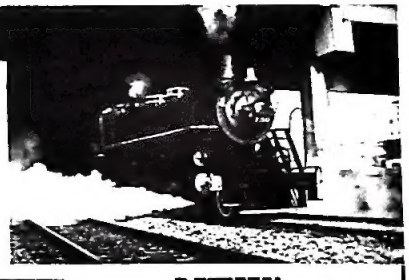

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- #3006 - Steam in the 50's (from that 50's standard gauge photographer, Jerry Carson; *hundreds sold the first two months!*)—$54.95
- #3007 - Diesels '86 (the best of today's standard gauge railroading)—$34.95
- #3002 - The New Georgia Railroad (Steam just like the 50's!)—$29.95
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- #4002 - Sounds of Rio Grande Narrow Gauge-Vol. 2
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- #4004 - Diesels '86-Vol. 2
- #4005 - Thundering Narrow Gauge (38 min.)
- #4006 - The New Georgia Railroad

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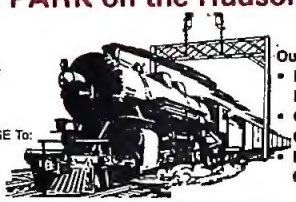

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☐ **PUBLIC TRANSIT CAMP** – Two films promoting the Kansas City and Toronto transit systems in the 1940's. Films are: "Ten Seconds to Go", and "Transit to Tomorrow". Incl. Wilts. PCC's, Trolleys and Yonge St. subway. 61 min./Color/B&W/Sound/Narration. $54.95
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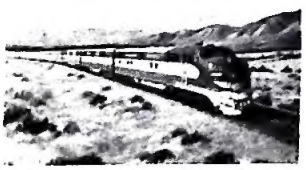

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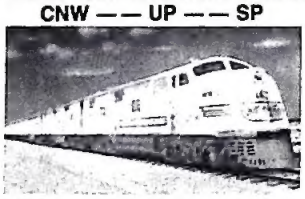

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TROY, NEW YORK, April 11. "Remember the Rutland Workshop," a mini-conference about the Rutland Railroad with clinics, movies, talks and sales. At the RPI campus Student Union, beginning at 10am. Admission by reservation only, $10. For reservations contact: John Stanford, c/o Rensselaer Model Railroad Society, Box 27 Student Union, RPI, Troy, NY 12181; 518/271-2764.

ST. LOUIS, MISSOURI, April 15-May 31, weekdays only. Exhibition of Howard Fogg paintings at the St. Louis Mercantile Library, 510 Locust Street, Sixth Floor Reading Room in downtown St. Louis, Monday through Friday, 8:30am-4:30pm, admission free.

HONESDALE, PENNSYLVANIA, May 9-10. "Stourbridge Line" excursions using ex-BAR BL2 54 on 50-mile round trips between Honesdale and Lackawaxen on Lackawaxen & Stourbridge R.R. with open-window coaches. May 9 train departs Honesdale 10am, May 10 train at 1pm. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

PORTLAND, OREGON, May 9-10. "Cascades-Deschutes Rail Adventure" 569-mile circle trip from Portland through the Willamette Valley, Cascade Range, Central Oregon, Deschutes River Canyon and Columbia River Gorge on Amtrak Superliner charter sponsored by Pacific Northwest Chapter NRHS. Includes 218 miles of freight-only Oregon Trunk trackage from Chemult to Wishram. Overnight in Bend, Ore., at deluxe motels. Fare includes ticket, meals aboard, lodging and shuttle bus in Bend: $230 per person double occupancy; $250 single occupancy. For brochure and/or reservations (SSAE, please) contact: PNWC-NRHS, Attn: Excursions, Room 1, Union Station, Portland, OR 97229.

CASS, WEST VIRGINIA, May 15-17. Cass Scenic Railroad Railfan Weekend Spectacular with geared steam locomotives and multiple photo runbys. Night photo session floodlit for video and stills. Weekend ticket $45. Contact: Cass Railfan Weekend 1987, P.O. Box 107, Cass, WV 24927. Phone (days) 304/456-4300 or (nights) 456-4362.

LEE, MASSACHUSETTS, May 17. Berkshire Scenic Railway Museum "Railfan Day." Special train to Canaan, Ct., departs Lee 10am and returns 3pm. Tours of Canaan Union Station and Housatonic RR Co. equipment. $25 ticket includes box lunch. Seating limited, prepaid reservations required. Contact: Berkshire Scenic Railway Museum, P.O. Box 298, Lee, MA 01238.

VANCOUVER, BRITISH COLUMBIA, May 21-27. Vancouver/Canadian Rockies/Prince Rupert tour crosses B.C. from ocean to Rockies four times. Four nights in sleepers. Train fare, tours, hotel and most meals included: $425. Contact: West Coast Railway Assn., P.O. 2790, Vancouver, BC V4M 2B5; 604/520-3455.

CLINTON, MICHIGAN, May 22-25. Third Annual North American Railcan Operator's Association Motor Car Convention. Events will include day and night runs on the 13.5-mile Southern Michigan RR, slide and movie night, motor car maintenance clinic, and night photo session. For information and registration package send large SSAE to: NARCOA, P.O. Box 434, Clinton, MI 49236; 517/423-7989.

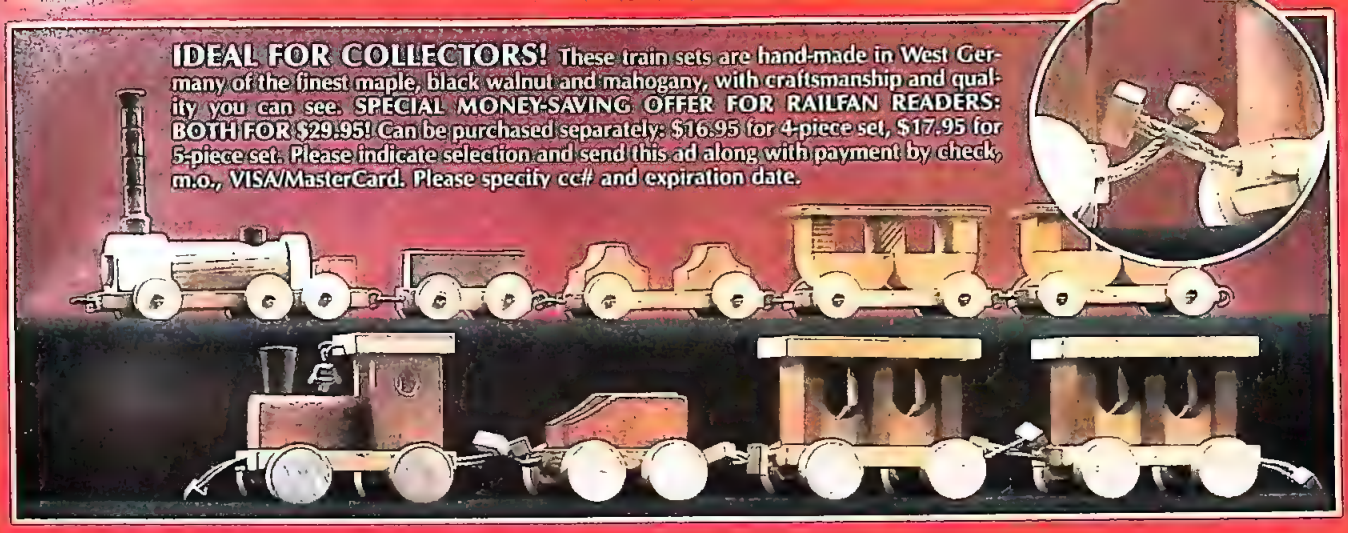
CHEYENNE, WYOMING, May 24. Union Pacific 4-6-6-4 3985 will power an exclusive 8-car special limited to 270 passengers from Cheyenne to Laramie and return. Possibly the last chance to ride behind the Challenger over Sherman Hill. Small load means super photo opportunities on the numerous runbys. Fare $165 includes lunch. Contact: Rocky Mountain Railroad Club, Dept. R, P.O. Box 2391, Denver, CO 80201.

BELLOWS FALLS, VERMONT, June 13-14. Green Mountain Railroad's First Annual "Railfan's Weekend" with multiple Alco and EMD motive power lashups on freight and passenger consists. Runbys, rare mileage and Saturday night photo session. Pair of RS1s on trip over entire GMRC on Sunday. Fares: Saturday $20, Sunday $30, Two-day ticket $40. Send SSAE for complete info on events and lodging: GMRC Railfan's Weekend, P.O. Box 498, Bellows Falls, VT 05101.

DENVER, COLORADO, June 13-21 and June 21-29. Two "Colorado Rails" nine-day tours include Colorado Railroad Museum; Georgetown Loop; Amtrak CZ; bus to Leadville and Tennessee Pass; C&TS; D&SNG; bus to Gunnison, Montrose and Cripple Creek; and Pikes Peak Cog Railway. $885 per person, double occupancy; add $175 for single occupancy lodging. Contact: Overland Chapter NRHS, 1412 Twelfth St., Moline, IL 61265.

ALTOONA, PENNSYLVANIA, June 18-21. "The American Railroad Conference: Technology, Operations and Culture," presented by Altoona Campus/Penn State. Activity oriented conference on railroading including site visits to Conrail's Juniata Locomotive Shops, Sam Rea Car Shops and Railroaders Memorial Museum. Other site visits currently being arranged. Nationally known rail technology speakers and visual presentations. Accommodations and meals included in fee (options available). Deadline for registration June 1. Contact: Altoona Campus/Penn State, 111 Smith Building, Altoona, PA 16601-3760; 814/946-4321, ext. 57.

DETROIT, MICHIGAN, June 18-29. Unusual 12-day rare-mileage Canadian rail adventure to Labrador to enjoy the wilderness sights and mixed trains of the Quebec, North Shore & Labrador. For information send large SSAE to: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by George Roth and William Clack

One of Canadian Pacific's "best kept secrets" is that it operated an interurban system in southwestern Ontario. This 32 page book covers all aspects of the system from its inception as an urban traction system in 1894, through its development and modernization to its final conversion to diesel-electric power in 1961. **$7.00 including postage.**

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Through the rocks, lakes, streams and trees of northern Ontario, the authors follow both of Canada's major railways. The work contains a mix of steam and diesel-electric power and, as with all BRMNA works, has extensive captions describing fully each illustration. **$6.00 including postage.**

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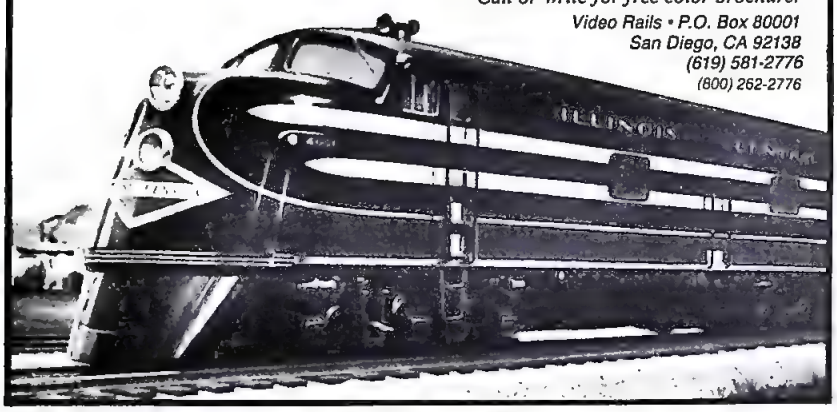

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"Labrador Pioneer," Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

LINDEN, INDIANA, June 27. "Linden Rail Fest" will feature equipment displays; operating model railroad displays; arts, crafts and railroadiana; food and entertainment. Rail Fest is a fund-raising activity for the preservation of the Linden duplex NKP-Monon station. Linden is 15 miles south of Lafayette on U.S. 231 and ten miles north of I74 at Crawfordsville. Contact: Mark Eutsler, Historic Linden Inc., Box 61, Linden, IN 47955; 317/339-4896.

READING, PENNSYLVANIA, June 26-28. "Railfan Weekend" on Blue Mountain & Reading with special trains and consists. Night photo session Friday evening. Steam power: BM&R 4-6-2 425 and Reading 4-8-4 2102. Diesel power: PRR E8s, Reading GP30 and C630 and more. For schedule and details, contact: Blue Mountain & Reading, P.O. Box 307, Shoemakersville, PA 19555; 215/562-4083.

SOUTH ELGIN, ILLINOIS, June 27. "Electric Railroad Fair '87." Fox River Valley Trolley Museum day of special operations with all available stock in heavy action schedule to ride and photograph. South Elgin Jaycees Community Picnic provides food, beverages, live bands and carnival rides for kids. 11am-6pm. Contact: Electric Railroad Fair '87, Fox River Trolley Museum, P.O. Box 315, South Elgin, IL 60177.

CINCINNATI, OHIO, July 8-12. C&O Historical Society Annual Convention at Sheraton Hotel, Springdale at I-275. Members only, but memberships available $15 plus convention fees. Contact: Charles W. Ford, 445 Shadowlawn Ave., Dayton, OH 45419; 513/296-0872.

PORTOLA, CALIFORNIA, July 11. "Feather River Rail Festival" at Portola Railroad Museum. All day photo sessions, train rides, displays, movies and night photo session. WP, UP, SP, AT&SF, Alaska and Kennicott equipment on display. $5 in advance, $7 at gate. Contact: Rail festival 87, 1130 Galaxy Drive, Yuba City, CA 95991.

DENVER, COLORADO, October 3. Union Pacific 4-8-4 8444 to run Denver to Laramie and return with extremely limited capacity. Numerous excellent photo runbys. This is 8444's only public trip of 1987. Fare $185, children under 12 $175. Send SSAE for trip folder to: Intermountain Chapter NRHS, UP Steam Excursion, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

INTERNATIONAL TOURS

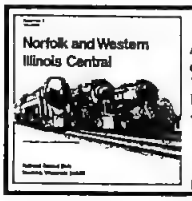
OVERLAND CHAPTER NRHS. Three international railan tours are scheduled for 1987: "Scandinavian Rails," 18 days beginning June 11 to Denmark, Sweden, Finland and Norway. "British Rails," 20 days beginning July 1 to include main lines, branch lines and preservation lines plus main line steam. "Austrian Rails," 17 days beginning September 18 to celebrate 150 years of railroading in Austria including 9 standard and narrow gauge steam trips. Contact: Overland Chapter NRHS, 1412 Twelfth Street, Moline, IL 61265.

AUSTRIA, August 21-September 1. Twelve-day tour of Austria with special chartered train using museum steam and electric power, overnighting in Castle Hotels. Five side trips on narrow gauge steam lines. Seats in photographers' stand for Vienna Railway Parade and steam excursion to Marshegg. All meals included. Lufthansa flight permits independent return. $2107 per person, double occupancy. Contact: Overseas Railway Tours, Helft World Ltd., 8027 Leesburg Pike, Vienna, VA 22180; 703/356-8186.

RAILROADIANA MEETS

FORT KNOX, KENTUCKY, April 4-5. "Gold Vault Rail Days" railroadiana and toy train show. Contact: William Bergman, P.O. Box 256, Muldraugh, KY 40155.

LONDON, ONTARIO, April 11. Forest City Railway Society 14th Annual Slide Swap/Trade Day at All Saints Anglican Church on Hamilton Road east of Adelaide, 1-5pm. Entry $2. Contact: Ian Platt, RR#3, Ingersoll, Ontario N5C 3J6.



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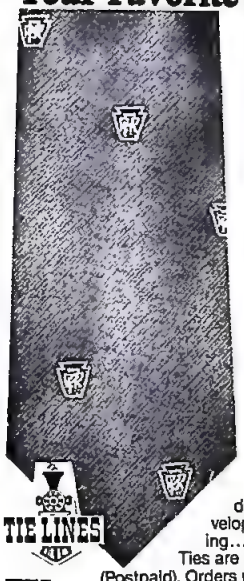

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TOY TRAIN COLLECTORS SOCIETY will hold Train Show, Sale & Swap Meets at the following locations and dates:

Syracuse, N.Y., April 12 at Mariott Hotel, 6302 Carrier Pkwy., Exit 35 NYST, 11am-4pm. Contact: Charles Brown, 99 Linnhaven Dr., North Syracuse, NY 13212; 315/452-0349.

Dansville, N.Y., May 3 at Dansville Elementary School, Route 63, 11am-4pm. Contact: Craig Cady, 12 Maple St., Dansville, NY 14437, or Dave Hawk 716/346-3532.

Canandaigua, N.Y., June 7 at Community College of the Finger Lakes, 11am-4pm. Contact: Wayne Smith, 1360 E. Palmyra-Port Gibson Road, Palmyra, NY 14522; 315/331-1651.

ST. LOUIS, MISSOURI, April 18. McDonnell Douglas Railroad Club Railroad Show & Swap Meet at Queeny Park, 550 Weidman Road in Manchester, Mo., 10am-3pm. Free admission. Tables $10 in advance, $12 at door. Contact: Bill Holmes, 1402 Langholm Dr., Florissant, MO 63031; 314/837-5664.

MANSFIELD, OHIO, April 25. Mansfield Model Railroad Club Annual Spring Flea Market at Masonic Temple, 1250 Lexington Ave., 10am-4pm. Adults $1.50, Teens $1, kids under 12 free with adult. Contact: Charles Mathis, 267 Sherwood Dr., Lexington, OH 44904; 419/884-0025 (8am-5pm).

CONCORD, CALIFORNIA, April 30, May 1-3. "Milepost 87" Pacific Coast Region NMRA Convention at Sheraton Hotel and Conference Center. Special emphasis on local historical prototypes. Tours include BART Hayward Shop, SN right-of-way, San Francisco MUNI streetcars and cable cars plus Walnut Creek Model Railroad Club, Golden Gate Live Steamers, Redwood Valley Railway and home layout tours. Movies, clinics, manufacturers displays and banquet. Contact: Milepost '87, P.O. Box 5953, Concord, CA 94524; or phone Roger Colton 415/947-0359.

PENNSAUKEN, NEW JERSEY, May 3. Greater Delaware Valley Train & Railroadiana Show at the Betsy Ross Convention Center, Rte. 130 South, 9am-4pm. Operating layouts, over 350 tables. Also air, bus and ship memorabilia. Admission $3, kids under 12 free. Contact: Bruce Heiner, Box 240, Gibbsboro, NJ 08026; 609/596-1630 or 703/536-2954.

BATAVIA, NEW YORK, MAY 16-17. Rochester Chapter NRHS presents "150th Anniversary Historical Celebration" of the Tonawanda Railroad with railroadiana show & sale, model railroad flea market, multi-media presentations, scale live steamers, railroad equipment display and much more at the Batavia Ice Arena on Evans Street, 9am-4pm both days. Admission $1. Contact: Marty Phelps, 716/343-7976.

KITTANNING, PENNSYLVANIA, May 17. Central Armstrong Model Railroad Show at Kittanning Twp. Fire Hall, E. Rte.422, 10am-4pm. Admission $2.50, kids under 12 free. Contact: James Boyer, R.D.2, Ford City, PA 16226; 412/763-8327.

TAPPAN/ORANGETOWN, NEW YORK, June 7. Orangetown Train Meet & Picnic, rain or shine, at the German Masonic Fairgrounds on Western Highway, 9am-4pm. Adults $3.50, kids under 12 free with adult. Contact: Allan F. Seebach, Jr., 104 Oak St, Orangeburg, NY 10962; after 6pm 914/365-1473.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. Hours 11am-5pm. General information: Greenberg Shows, Inc., 7543 Main Street, Sykesville, MD 21784; 301/795-7447.

Monroeville, Pennsylvania, July 11-12, Pittsburgh Expo Mart.

Wayne, New Jersey, August 1-2, William Paterson College.

GOLDEN, COLORADO, July 11-12. 11th Annual "Mile High Railfair" sponsored by the Intermountain Chapter NRHS at the Jefferson County Fairgrounds, 15200 W. 6th Avenue, 10am-6pm Saturday and 10am-5pm Sunday. Exhibitors, movies, models, railroadiana and door prizes. Donation: Adults $2, kids under 12 $1, seniors $1.50.

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Carstens books

After retiring a few years ago from the electrical contracting business, John Krause has been putting more and more time into book production for Carstens. His most recent efforts have been the two volumes on the L&HR, written by Ed Crist. "Lehigh & Hudson River, Volume 1," (C55) covering the south/west end of the railroad is in stock, and "Lehigh & Hudson River, Volume 2," (C56) covering the north/east end should be in stock by the time you read this. The 48-page softcovers are $8.95 each. John has a number of other projects in the works that we will announce in this column as soon as they have firm publication dates.

Meanwhile, we now have back in print Deane Mellander's impressive 80-page softcover "B&O Thunder in the Alleghenies" pictorial of vintage B&O action out of Cumberland, Md., with Big Sixes, EM-1s, FAs and F-units, plus all sorts of other transition-era power. When it comes to B&O action, this book covers all the classics. Carstens C45, it sells for $12.95 and, like the others, can be ordered and shipped postpaid from Carstens Publications, P.O. Box 700, Newton, NJ 07860 (N.J. res. add 6% sales tax). We also honor VISA and MasterCard and can take phone orders at 201/383-3355 during normal business hours, 9am-5pm weekdays.

What's new?

This is definitely the season for the B&O/Chessie fans. In addition to our reprinting "Thunder" (above) and our "B&O Heritage 1945-1955" pictorial (Carstens C52, $7.95), the superb full-color "B&O Steam Finale, Volume 1" (Potomac Chapter NRHS, Box 235RW, Kensington, MD 20895, $32.50 plus $2.50 postage, Maryland 5% tax) has turned out to be the hit everybody expected of it. With Bill Price's action in full color and superb reproduction, this book will be an enduring treasure. Its companion "Volume 2," incidentally, is in the final stages of layout and will be available before Christmas 1987.

But we're just warming up here. With a grant from Chessie System, the C&O Historical Society has updated Charles W. Turner's 1956 classic history of the C&O, "Chessie's Road," and has it out in a handsome 300-page 8½"×11" hardcover edition. The original history text has been supplimented by over 350 photos and new chapters on the C&O history since 1949, the B&O merger, the Pere Marquette, the Hocking Valley, C&O locomotives and rolling stock and the story of the Chessie cat, resulting in a book nearly double the size of the original. The updating and editing was done by Tom Dixon and Gene Huddleston, and you won't find better qualified folks than that. The book sells for $29.95 postpaid from C&OHS Books, 2450 Knob Hill Drive, Dubuque, IA 52001.

And if you ever wondered how Chessie's finest steam locomotive, the H8 2-6-6-6, compared to the N&W's finest, Class A 2-6-6-4, Gene Huddleston draws upon his experience and available data to outline some very interesting conclusions in "The World's Greatest Mallets!" This nicely-illustrated 48-page 8½"×11" softcover tells how these awesome articulateds (he knows they aren't true "Mallets") were designed and used in service and how they would have matched up in head-to-head competition (also compared are the N&W and C&O steam turbines). It's a fun piece of reading for $7.95 postpaid from the C&OHS address above.

Now, getting back to color books and looking at an entirely different part of the country, Harold Edmondson and Dave Goodheart have teamed up to present "*Zephyrs* Thru the Rockies," featuring the *Rio Grande Zephyr* as well as the original and aftermarket *California Zephyrs*. The 128-page 8½"×11" book features 272 full color photos in an extremely attractive and professional-looking volume. There are maps and timetables—and some remarkable high altitude photos of the D&RGW route through the Rockies—in addition to lineside and onboard photos by the West's top railfan photographers. The color reproduction is absolutely tops. The book sells for $39.95 postpaid hardcover and $29.00 softcover (Ill. res. add 6% tax) from Goodheart Publications, P.O. Box 47131, Chicago, IL 60647.

And if there is a major railroad that is as obscure as the *Rio Grande Zephyr* is famous, it would likely be the Central of Georgia. Languishing since the glory years of E7s and RS3s under the guise of Southern black and gold, the CofG has had an unusually interesting roster of both diesel and steam power (their 4-8-4s were unstreamlined copies of SP

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Daylights, for instance). Forrest Beckum and Al Langley have put together a fine 144-page 11"×8½" horizontal-format softcover "Central of Georgia Railway Album" which combines action and roster photos with equipment rosters and a capsule history (coverage is 1925-1986, and motive power ranges from 4-4-0s to NS SD50s sublettered "CG"). The CofG had a surprisingly diverse diesel roster that included EMDs, Alcos, FMs and Baldwins. The book also tags some CofG-controlled short lines like the S&A, Sylvania Central and Wadley Southern. It's a delightful book from Union Station Publishing, 785 Murrah Road, North Augusta, SC 29841. The price is $19.95 postpaid (VISA or MasterCard by mail or phone 803/279-5975; S.C. res. add 5% tax).

Probably the most interesting era of the CofG for modern railfans was the 1950s when the diesels still carried the handsome blue, black, gray, red and gold EMD-styled livery—which never looked better than on Alco RS3s! Artist Bob Karsten has done a magnificent rendering of three RS3s on the Macon-Savannah main line beneath a brooding Georgia sky. Passing in the background is another freight with a classic wooden CofG caboose. Reminiscent of a Howard Fogg Alco publicity print, Karsten's artwork includes something Fogg was forbidden to show: Alco smoke. The painting is available in a limited edition of 250 prints on heavy acid-free stock. The image size is 15⅜"×23½" with a ¾" white border at top and sides and 2¼" at the bottom. The signed and numbered lithographs sell for $60.00 each, postpaid and shipped flat from The Trainmaster of Montgomery, 3641 Debby Drive, Montgomery, AL 36111 (Charles Britton, 205/288-5545).

Traction Publications **by Joe L. Diaz**

BROOKLYN TROLLEYS by James C. Greller and Edward B. Watson is a 118-page 10½"×8" horizontal format softcover illustrating streetcars operations in Brooklyn

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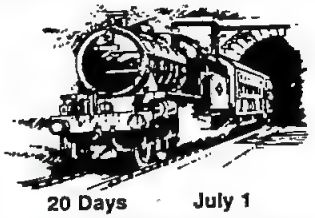

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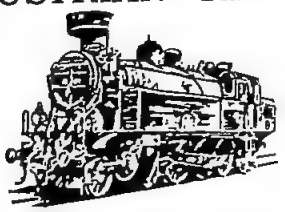

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from the early days of electric traction. This was a vast, complicated and interesting system resulting from consolidation and merger in the 1890s. The book contains over 250 photographs, the majority of which are operational scenes. In addition to the large fleet of single and double-truck open cars, the many other varied types are illustrated and detailed.

The B&QT was the earliest operator of the PCC car, having placed the first order following a close working relationship with the developers who conducted much of their research and field work on the Brooklyn property. Briefly told is the story of how further progress (500 additional PCC cars) was blocked, made impossible by the city administration that called the streetcar old fashioned and obselete and was determined to destroy the city's streetcar companies.

There is a section illustrating the system's work cars, also the carhouses, terminals and depots. Additionally there is a several-page roster of the cars by number, series and type. While lacking in many details, this section is a guide to the equipment over the years. Also included is a folded system map, detailing the trackage with a listing of the individual routes.

The value of this book is in its excellent photographs of the Brooklyn scene. Unfortunately, photographic reproduction is less than optimum, with a few of the scenes being on the light side. We found the book a real pleasure, however, despite this shortcoming. Available for $19.95 from N.J. International, 77 West Nicholai St., Hicksville, NY 11801.

Book Reviews

The Southern Pacific 1901-1985, by Don L. Hofsommer, published by Texas A&M University Press, Drawer C, College Station, TX 77843. 374 8½"×11" pages, hardcover, $44.50.

If ever there was a railroad that brought controversy by the mere mention of its name, Southern Pacific would be it. By its sheer size and physcial presence, the Espee evokes fans that would seemingly lay down their lives for it, followed very closely by those who see it—or more specifically, its creators—as the very demons of society. It is a railroad that in the beginning was built simultaneously on need as well as greed, a railroad that roared into the depression and right back out of it ready to shoulder the transportation burden of World War II. It is a powerful railroad that embraced the passenger business with gusto in its heyday, only to spit it out in the late 1960s with shabby service and equipment.

The SP is a railroad that could field hundreds of cab-forward articulateds and then surprise onlookers with traditional smokebox-first designs, a railroad that could adopt a slogan such as "The Friendly Route" and almost make you believe its management meant it. The SP was to the West what the NYC and Pennsylvania were to the East. Notice, however, the transition from "is" to "was," for the SP that exists today is a mere shell of itself, owned by the Santa Fe Southern Pacific Corporation, stripped of its massive non-rail holdings, and unless merged with the Santa Fe, bound to travel the same

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deteriorated route as its one-time Chicago link, the Chicago, Rock Island & Pacific. Save for a few enthusiast magazine articles extolling the virtues and goodness of the SP, most of the press the railroad has received in business journals and newspaper articles has been negative.

Don Hofsommer has put together the history of the SP the way the corporation would like to be remembered, letting its good points—and there are many—overshadow its bad. Be a follower of the road and you will smilingly nod with approval as we read how the road agonized over its passenger problem. Be an antagonist and you will wonder why Hofsommer makes it look so understandable the railroad didn't put more into its dying trains.

It is all here: tracing the road's beginnings, chronicling its rise to glory and following its route downhill to wind up on the merger market like a slightly over-the-hill used car. Massive research and open SP files have allowed the author to compile a fascinating look at one of the most influential railroads in America, albeit with a tilt towards management's way of thinking.

An important book to the historian, it is enhanced by a number of maps inked by one of the best: John Signor. One the debit side, the photographs used to illustrate this massive tome are mostly unimaginative p.r. shots culled from corporate files. But this is not a photo book.

Before considering purchasing *The Southern Pacific*, one should really consider what he is looking for in railroad reading. This is heavy stuff, sometimes extremely dry and pompous, other times imaginative and fasci-

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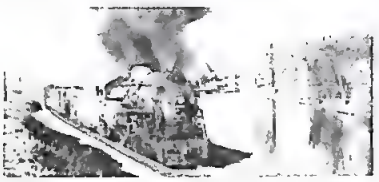

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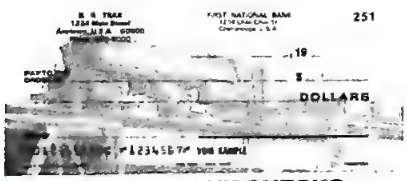

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good typography and attractive layout—the latter is not overly imaginative, but it is neither awkward nor inappropriate; i.e., photos that deserve to be large are. Printing quality ranges from fair to very good—but do remember that some reproduction is from one-of-a-kind photos of perhaps somewhat marginal quality to begin with. All printing is duotone, using a combination of black and silver-gray inks, which enhances image impact. Most photos in the book are from the IC files, with supplemental photography by the author and Mel Patrick (both of whom are former IC employees, by the way).

So, if you like IC or Chicago railroading, get your order for *Limiteds Along the Lakefront* in to Transport History Press right away. The book is selling like a pair of IC E9s screaming south with the *Seminole*—MIKE SCHAFER.

Videos

"CP's Laggan Sub," by Rail Innovations, 55 Parfield Drive, Willowdale, Ontario, Canada M2J 1C2. 27-minute videocassette (VHS or Beta); VISA accepted, 416/494-1537. $39.95 postpaid (Ont. res. add 7% tax).

This is a real jewel of a mini-tape, tailored to anyone who likes mountain railroading, 1950s-style streamliners, covered wagons, vintage steam or Canadian railroading. Did we leave anyone out?

Steve Bradley takes us over Canadian Pacific's Laggan Subdivision through the Rockies from Calgary to Field, British Columbia, a rightfully legendary piece of railroad. The focus of the tape is VIA Rail's No.1, the *Canadian*, from lineside and in the cab. The trip is skillfully narrated by retired CP engineer Floyd Yates, whose homey comments add an authentic flavor to the experience. Floyd is not only a veteran of the Laggan Sub, but he is a railfan who shot some b&w movies of heavy steam action there in the 1940s and 1950s, which are included in the tape. His views of Mikes, 2-10-2s and 2-10-4s, often double and triple-headed, are typical of home movies of the era and reproduce reasonably well.

The majority of the tape, however, is mid-1980s action with A-B-B F-units on the stainless steel VIA domeliner shot on three different days lineside, including a day in the cab. This line has spectacular mountain scenery and the famous Spiral Tunnels, and we view it all from both perspectives. The sound is good, with some fine cuts of the covered wagons leaning into the train getting away from stations. There are, of course, meets with the hordes of SD40-2s that power the freights on the line.

The camera work is generally good to excellent, and the editing and narration are quite professional, although Floyd's comments are occasionally crowded by the background sound (which is exactly as it would be if you were listening to him in a locomotive cab—since this is on tape, you can just back up to catch it again instead of shouting "huh?" across the cab).

Overall, I found this tape to be very entertaining and a nice look at a fine piece of railroad. If any criticism can be levelled, it would be that they squeeze too much enjoyment into too short a tape; more would be most welcome—AL DI CENSO.

"Diesels Roar on the Former Pennsy," by JMJ Productions, P.O. Box 4449, Hollywood, FL 33083. 60-minute videocassette: VHS or Beta II at $60.00; VHS-HQ or SuperBeta at $65.00. VISA or MasterCard accepted, 24-hour toll-free order line 800/367-1017, ext. 412.

Horseshoe Curve . . . Gallitzin Tunnels . . . "MG" Tower . . . Rockville Bridge . . . Enola Yard: the former Pennsylvania Railroad Middle Division is now Conrail's Central Region Allegheny Division. But it still has its old charm. Just ask the K4 behind the fence on the "Shoe" (still there on this tape). Welded rail, three tracks, piggybacks, SD50s and FREDs notwithstanding, this is still the Standard Railroad of the World, even in Conrail blue.

This is big-time railroading, and JMJ does it justice with lots of action in fine, sunny weather. Crisp, clear video is perfectly complemented with excellent audio, minimal but informative narration and some background music. The action begins at Rockville and Enola (Harrisburg) and moves west to Altoona and Horseshoe. EMDs and GEs, big and small, provide the road power, while you get a good look at the ex-EL SD45-2s that dominate the pusher sets. There's everything from laboring coal trains to flange-squealing piggybackers, light helper moves and an Amtraker or two. The camera work is very good, and the viewing angles have a pleasing variety.

As one who has spent many happy hours along this line over the past 20 years, I can attest to the realism of this production. He caught the intensity of this portion of Conrail very well. If you haven't experienced it first-hand yourself, this tape is the next-best thing—AL DI CENSO.

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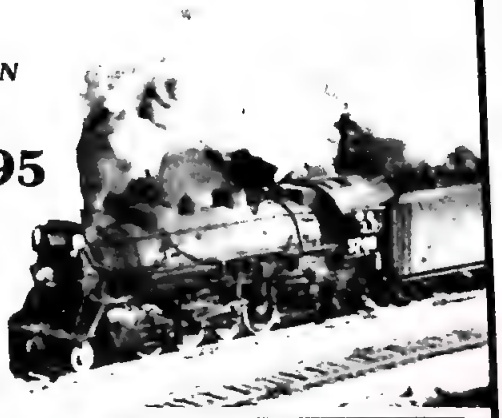

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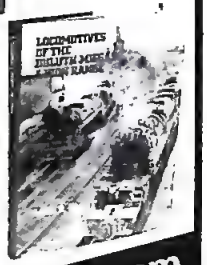

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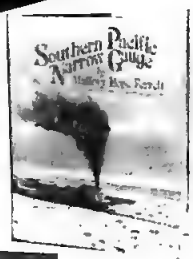

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Camera Bag

BY JIM BOYD

K200 and the Kodak Blimp

Honest, folks, when I wrote that line at the end of the January 1987 CAMERA BAG ("Now all we gotta do is get Kodak a blimp."), I really didn't know that Kodak *had* a blimp. It was the December 30, 1986, *Wall Street Journal* that brought the story to my attention.

You won't be likely to see the Kodak blimp anywhere around Rochester, though, for the Great Yellow Gasbag is in Japan, where it can do billboard-to-billboard battle with the rival green Fuji blimp.

On August 25, 1986, the day before Kodak stock was to be first listed on the Tokyo stock exchange, Kodak hired the only blimp in Japan and just happened to buzz the Fuji headquarters building.

Prior to Kodak's Tokyo raid, Fuji had a blimp in the U.S. and, as the *Journal* story pointed out, one in Europe, manned by a West German crew, resulting in the nickname "Der Grosse Fuji." The German blimp was hustled in to defend the skies of the homeland, and soon the Kodak and Fuji blimps were "dogfighting" for advertising airspace over Japanese sporting events. The rivalry is intense, because Fuji claims that Kodak bought heavy TV advertising for the 1984 Olympics and as part of its contract prohibited the network from showing the Fuji blimp overhead. And now Kodak is sponsoring judo matches in Japan. According to the *Journal*, Fuji has a 10% market share in the U.S., compared to Kodak's 82%. In Japan, the proportions are just reversed, with Kodak having 13% to Fuji's 71%.

So here we have the Americans' Japanese blimp doing battle with the Japanese' German blimp for the hearts and minds of Tokyo photographers. Jimmy Doolittle would have never believed it.

Road testing K200

I got my hands on my first roll of Kodachrome 200 in early February and so far have managed to burn up about six rolls of it. My initial impression is that it is a great film and that I will probably abandon Kodachrome 64 in favor of it. The film "looks" like K64, and if you didn't mark the slides or box (and the slide mounts are the same as K64, so there's no give-away), you probably could not tell them apart.

Comparing the films under the grain-focusing magnifier in the darkroom, I could detect no recognizable difference in the sharpness or grain structure. In projecting the images, with the K200 you can convince yourself that there is an overall grain pattern in the sky that you never saw before on K64—but then when you look for it, it's there in K64 also. My feeling is that the grain is there only because you expect it, and if you didn't know it was K200 you'd never notice it.

On one bright, sunny day, I was chasing four BN SD45s on a Susquehanna eastbound above Port Jervis and switched from K200 to K64 in the middle of the chase. I found that the K200 gave more pleasing color, and that the K64 seemed noticeably blue in comparison to the remarkably neutral K200. The snow often picked up a very slight pink blush with the K64 but was consistently clean white with the K200, and the BN green came out much nicer on the K200. The K200 colors

EASTMAN KODAK

THE KODAK BLIMP shows its colors (yellow underside, red stripe, white top and red "Kodak") as it symbolically approaches Mt. Fuji, the symbol of its arch-rival Japanese film manufacturer.

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overall seem just a bit cleaner and more intense, though not drastically different (no where near the difference as between Ektachrome 64 and Kodachrome 64). And K200 does not seem to have that "brassy" look that K64 will sometimes acquire.

Although all my photography has been in the snow (that's the problem with testing a new film in New Jersey in February), I find that the exposures can be judged the same as K64, compensating just a hair under two stops for the difference in film speed. My bright sunlight exposures on snow have been 1/500th of a second at just the edge of the click stop open from f11. Normal summer exposures will probably run right on the half-stop between f11 and f8 in bright sunlight (that's my cameras, yours may differ slightly). This is consistent with the "two stops" that the film speeds would indicate.

In exposure brackets, a half stop in either direction will produce very acceptable results, and while a full stop underexposed begins to get pretty dark, a full stop overexposure holds its color well and simply looks "bright." My conclusion is that the exposure latitude is excellent, maybe even a bit more forgiving than K64. Work in twilight, overcast and indoor situations produced excellent results by using the same metering techniques I use for K64 and just following the meter calibrated for ASA 200—and those extra two stops really help in marginal lighting situations. I'm finding myself much less reluctant to use my telephoto, now that I can get into those middle f-stops and have some depth of field, even at 1/500th of a second.

While I have yet to try it out on night work, I have been very pleased with K200 in typical action situations and feel no need to go back to K64 (even though I still keep a couple of rolls of it in the camera bag). The only K200 that I have found available at the present time is PKL 200 Professional, listing at around $10 a 36-exposure box. Don't let that "Professional" throw you. The Professional film is exactly the same as the regular film except that it has been tested to determine that it has reached the optimum stage of aging and then refrigerated to hold that point. There is no need to keep the film refrigerated in normal use unless you plan to store it for more than about six months before using.

I think we have a real winner in this new film, and I plan to keep using it. If I encounter a problem, I will discuss it immediately in this column. In the meantime, if you would care to see my very first exposure on K200, it's the NYS&W shot atop page 67.

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Transit Currents

A "Hollywood" for

The calendar was turned back to the 1940s in mid-December 1986 on Hope Street between 11th and 12th in Los Angeles when trolley tracks and wires returned, along with a big red and orange Pacific Electric "Hollywood" car. It was, of course, all for a movie, *Who Framed Roger Rabbitt*, and the tracks, wires and PE 717 were all fakes. The full-size car was a mockup that ran on rubber tires over tracks that were dummied onto the surface of the street. The special effects crews outdid themselves by making the trolley pole spark as it hit the joints in the dummy overhead wire. Vintage automobiles and modified building facades completed the movie setting. The shooting took about four days, but the film, which combines live action with animation, is a big-budget production and will reportedly not be ready until sometime in 1989.

Changes in Pittsburgh

Friday, November 21, 1986, saw the last run for a while of the 52 Allentown line in Pittsburgh. The 9:20 p.m. car running to Allentown, then via the Overbrook Division to South Hills Village carbarn, will mark the end of service for two to three years as Port Authority Transit reconstructs the rails and roadway along Arlington Avenue. The job will start at the bottom of East Carson Street and go all the way to the top at Warrington Avenue, where the already-rebuilt line commences. New overhead and rail structures will be put in place on Arlington Avenue.

This marks the end of single-track operation with passing sidings in Pittsburgh. The new double track line will be put in place from the point where the Panhandle ramp enters Arlington. It should improve the quality as well as the frequency of service, but for those who have a fond remembrance of Pittsburgh streetcars meeting at passing tracks on single-track lines, it will be the end of something we once held dear. Jim Cerny and Bryant Schmude sent the information.

Mr. Schmude suggests that those who visit the reconstruction site between now and 1989 might pay respects to what is left of the Knoxville Incline Railway, which operated from 1890 to 1960 and was the longest in Pittsburgh, covering 2,644 feet in a climb that had a 65-degree bend—it was one of only two inclines that had curves in them. At the top of Arlington Avenue at Warrington you will find a Lawson's Store which sits exactly where the top incline station was. Walk down Brosville Avenue, right next to the store, and you will find the right-of-way right behind the rear wall. A short way down the street is a footbridge over the line. From there you will see steps heading down to the South Side; go down the steps and the right-of-way comes into full view. Bryant says he has even found spikes and a yoke in the intact ties. The line goes down behind houses, and the steps bring you onto one of the steepest city streets in Pittsburgh. Below this you can see the support wall of the line where it crossed the railroad to enter the lower station on Freyburg Street.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Dayton trolleybuses

Over the years, a number of people, including D. Hardern and Rich Weller, have been kind enough to contribute information about Dayton, Ohio. In the last year, the future of Dayton's trolleybuses has been threatened from the sad fact that the Flyer trolleybuses that were purchased about a decade ago are in need of replacement already. This is shocking news since the economic life of a trolleybus should be from 20 to 25 years. There is also a need to renew some of the overhead wire and substations. The bids for replacement trolleybuses were so high that the Miami Valley Regional Transit Authority studied the situation.

For a time it looked as if the future of the trolleybuses might be bleak. However, on May 6, 1986, the Board of Trustees of the MVRTA voted unanimously to continue operating a dual-powered transit system. The trustees expressed the belief that an efficient and quality transit system in the MVRTA area meant that an integrated system using both the electric and diesel buses was needed. The trustees ordered the general manager and his staff to put together a detailed and comprehensive plan for a total county-wide system for the year 2000. The role fo the trolleybuses in the MVRTA area is to be spelled out in a report that should be completed in February 1987. In order to buy equipment at a reasonable price, Dayton may wish to add on to a trolleybus purchase initiated by such a property as Seattle or San Francisco, where trolleybus use is extensive and expanding.

Caltrain, BART and Muni

The Caltrain commuter operation between San Francisco and San Jose has added six new peak-hour trips between San Francisco and San Jose with the new schedule that went into effect on October 26, 1986. The service increases are for San Francisco area residents who work in Silicon Valley. The number of reverse commuters has grown substantially: The new San Jose-bound trains leave Fourth and Townsend Streets at 4:50 a.m., 7:30 a.m. and 7:15 p.m. Ridership is now about 455,000 passenger trips a month. By the mid-1990s it is expected that as much as 25% of San Francisco's work force may commute to jobs out of the city, and the Caltrain and BART rail service will play an important role.

BART has plans for expansion and upgrading of service, but money is a problem.

Hollywood

BART may seek funds from the private sector. Private loans could be repaid from funds raised by selling or leasing air rights above parking lots and BART stations. Another way would be establishing benefit zones around stations on the new extensions of BART in which developers would pay a fee for the benefit their property receives from being close to the rapid transit station—BART's Embarcadero Station was financed this way in the early 1970s. Another possibility is leasing space along the BART tracks for fiberoptic cables.

Increases in ridership have been so substantial on BART that the directors decided to remove some seats from the cars so that more passengers could get aboard. Existing cars have 72 seats. The 150 new cars which BART will soon be receiving will have only 68 seats in each.

The control systems in the existing BART cars will be replaced by more modern equipment. As Harre Demoro describes it, three lunch-pail size black boxes will replace the present refrigerator size cabinet in each of the current fleet of 136 BART control cars.

Another positive note of 1986 was that Alameda County supervisors approved a negative-declaration environmental impact statement so that 4.7 miles of Southern Pacific right-of-way running from Mohr Avenue in Pleasanton to Verona Road south of Pleasanton will be available as right-of-way for a new streetcar line. They don't have the money yet to buy the land, but it is essential for what may eventually become a light rail line running from Fremont in Alameda County to Walnut Creek in Contra Costa County.

In San Francisco, Muni got approval of the Public Utilities Commission to make Market Street its main surface transit thoroughfare in downtown. All four lanes of the street will now be used for transit. Other traffic will not be prohibited, but it will not be encouragd. Continuation of streetcar and trolleybus service on Market Street is now assured. Twenty enlarged boarding islands will be built from Eighth and Market to the Embarcadero. Could here be a new "roar of the four" for Market Street?

The old idea of a Geary Street light rail line has once again been brought up in San Francisco. The Board of Supervisors Transportation Committee will probably study the possibility once again. The diesel buses on Geary currently move about 55,000 people a day; serious consideration is being given to make it a trolleybus line in order to cut down the noise and fumes. Moreover, trolleybuses are cheaper to operate in San Francisco than diesel buses. The possibility that this might be a rail line is of more than passing interest. Rails should be nothing new on Geary because the line was served by streetcars for many years. Light rail service might be underground as far west as Van Ness Avenue and then run on the surface in the broad Geary Boulevard area.

Thanks for all the information to our ace San Francisco area correspondent, Tom McGarry.

Flashes

W.B. Randolph sends news that the Norfold Southern has made some dubious noises about the use of its line between Norfolk and **VIRGINIA BEACH** for a proposed light rail line. Studies continue. Mr. Randolph says that when he was a resident of Norfolk, he suggested this line for rapid transit service. He sees a different approach than that pro-

DAVID C. LUSTIG

PACIFIC ELECTRIC "Hollywood" car 717 pauses in the middle of Hope Street in Los Angeles in December 1986. The car is a mockup riding on rubber tires over fake tracks applied to the surface of the street. This was created for the filming of the movie *Who Framed Roger Rabbitt*, set in the 1940s.

1987 CATALOG READY
The Portola Railroad Museum, operated by the Feather River Rail Society, is one of the fastest growing museums in the country. We specialize in Western Pacific and Western Railroading, now with 65 pieces of rolling stock, including 20 locomotives. Our sales are what keep us going. ALL PROFITS go back into the museum. Our 1987 catalog is now ready and we would love to send it to you. Hundreds of new items were added this year. Our items are DISCOUNTED: T-Shirts, Mugs, Buckles, Hats, Books, Photos, Timetables, Printed Matter and much more.
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End of the Steam Era

JIM BOYD

CRAB ORCHARD & EGYPTIAN, using primarily 2-8-0 17, shown here at Marion, Ill., on May 14, 1980, was the last common carrier, non-tourist railroad in the U.S. to use steam for regular freight service. On February 9, 1987, the 17 was sold to the Boone & Scenic Valley Railroad, bringing to an end over 150 years of uninterrupted steam freight service.

What probably began back in September 1833 when the *John Bull* and a small fleet of similar home-built locomotives replaced horses on the Camden & Amboy Railroad came to an end on February 9, 1987, when President Hugh W. Crane of the Crab Orchard & Egyptian Railroad sold 2-8-0 No.17 to the Boone & Scenic Valley tourist railroad. Though the date of the first working steam railroad in the United States may be subject to debate, there can be little doubt that over 150 years of history came to an end when the CO&E was obliged to turn to diesel power.

When the CO&E was created in 1973 on an abandoned branch of the Illinois Central through Marion, Ill., it was envisioned as a tourist railroad. Former-Roberval & Saguenay 2-8-0 No.17 (built by Canadian Locomotive Works in 1940) was purchased in 1975 and quickly replaced the little Porter 2-4-2 as CO&E's workhorse locomotive. In 1977, however, the CO&E took an unprecidented turn, dropping its passenger business and becoming a rather successful freight-hauling common carrier, using almost exclusively its two steam locomotives to haul its piggyback trains.

On December 3, 1981, the CO&E became the last freight-hauling steam railroad in the U.S. when Northwestern Steel & Wire in Sterling, Ill., dropped the fire on the last of its hard-working 0-8-0s. NS&W had been the last uninterrupted link with the Steam Era, with its ex-GTW 0-8-0s replacing a fleet of 0-6-0s around 1960.

While there is still freight being hauled behind steam on some tourist railroads (the Strasburg, for example, will often move a car or two of revenue freight on its tourist trains), the CO&E was the last railroad to work steam *primarily* for freight in regular revenue service—carrying on, thanks to its overlap with NS&W, the uninterrupted tradition begun by the C&A back in 1833.

With the oil crisis, talk of "alternative fuel" locomotives, the ACE 3000 and the C&O coal train tests of Ross Rowland's 614T in January 1985, we all hoped that the CO&E would be the unbroken link between first and second generation steam. Representatives of the Peoples Republic

Transit Currents

posed: Where the line crosses the old Norfolk & Western main on the east side, it should turn north and use the tracks to the hopper storage yard across the street from the Norfolk Naval Base. This would link commuters from the Virginia Beach Boulevard residential areas to the Naval Base.

The **ILLINOIS RAILWAY MUSEUM** has increased the size of its collection so much that it has had to purchase additional property. IRM now has 240 pieces of railroad equipment, and with the additional space here should be enough room to hold the collection until well past the year 2000.

Charles Bogart sends news that in **ATLANTA** the MARTA Board of Directors gave permission for the DeKalb County Library system to put a book boutique in the MARTA Avondale rapid transit station, stocked with 5,000 paperbacks. Opened on July 29, 1986, it will give folks something to read on their MARTA ride. Library facilities will also be installed in the Lenox, Lakewood and Five Points stations.

of China even approached the CO&E to see if it was interested in buying a brand new 2-8-2.

Ironically, it was the development of a booming *coal* business that forced the CO&E to turn to diesels (two ex-MP SW1200s, 1136 and 1147). As President Crane put it in a January 4, 1987, letter to RAILROAD MODEL CRAFTSMAN Associate Editor Chris D'Amato: "With ever-increasing traffic, our first concern is *getting it moved!* Obviously the efficiency and the cost of so doing are key factors. Right now oil prices are back down to the point where the diesels are getting *all* the use. Yes, this is coal country, and, yes, we would like to see the U.S. railroads burn it; but right now we're not. So, how can we expect any other line to do so at the moment? We do not believe that oil prices will stay down like this forever; thus, we plan to keep the 17 in serviceable order and ready. It is interesting to read about people running steam because they like to do it; however, when steam has, does and shall run on this railroad it is because we need it. Also, to be truthful, it is not only the feeling that oil prices will again rise that keeps No.17 on our roster, but a certain unwillingness to be the last man on the last railroad using the last steam locomotive in freight service to make the last decision to quit steam, thus for the first time in over 150 years ending forever that which is as old as railroading itself—the need to place a steam locomotive on the head end of a common carrier revenue freight train. From what we know, barring tourist and museum operations, it is down to the 17. Then, too, a machine as good as our somewhat-modernized big 2-8-0 can't be just put out to pasture."

But another letter from Crane to D'Amato dated February 9, 1987, completed the story: "A quick note to let you know that the last decision about the last engine has just been made. The 17 as of today has been sold to the Boone & Scenic Valley tourist railroad in Boone, Iowa. Slow speed drags at coal loading facilities are not for steam. The 17 is a get-up-and-go machine. I think that the boys at Boone will be able to do right by the 17. We're getting more SW1200s, as it takes several to replace the 17. It was not a fun decision."—J.B.

BY GEORGE M. SMERK

William Fennelly writes that the LONG ISLAND RAIL ROAD, which has decided not to electrify the Port Jefferson line east of Huntington Station, is looking for dual electric/diesel locomotives similar to the EMD FL9s. The railroad contends that dual-power locomotives would be cheaper than spending the $320 million for the electrification project, even though $103 million has been earmarked for eletrification by the federal government. General Motors was approached but wanted a commitment for at least 80 of the special locomotives.

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THE TRONA RAILWAY What could be more impressive in 1987 than a freshly painted *working* Baldwin AS616? See page 2 for a color view of Trona Railway's recently acquired No.54. This unit was originally Kaiser Steel 1012B (see September '83 R&R, page 28) from the Eagle Mountain Railroad, renumbered 1028 before going to the ITT-Rayonier logging operation at Grays Harbor, Washington, as its 14. When Rayonier abandoned, the unit had to be trucked off the rail-isolated line. The other Rayonier AS616s were stripped for parts by the Escanaba & Lake Superior, salvaging the engines, generators, auxiliaries, traction motors and such carried out in nine truckloads. The remaining hulks were then scrapped.

Meanwhile, at Trona, in the desert 79 miles northeast of Mojave, Cal., the Trona Ry. also has on hand AS616 53 in the same scheme but much dirtier and the 52 in the old black livery.

ALTOONA'S K4 1361 Pennsylvania Railroad K4 4-6-2 1361 is nearing completion of her overhaul in the Juniata Car Shop in Altoona, Pa. The boiler work had been completed before contract mechanic Doyle McCormack returned to Portland, Ore., for the winter. Upon his return in early March, the K4 was set on her re-worked drivers and should be ready to steam by April. Test runs and some possible excursions are planned shortly thereafter on the Nittany & Bald Eagle out of Tyrone, Pa.

SNOW TRAIN '87 Unseasonably warm weather kept the snowplows in the yard but provided a comfortable weekend for the annual "Snow Train" winter railfan weekend at the Mid-Continent Railway Museum in North Freedom, Wisconsin, on February 21-22. In spite of "Mud Train '87" jokes, attendees reported that they had a fine time with numerous runbys with C&NW 4-6-0 1385 and the handsome little Simpson Timber 2-8-2 No.2. Tom Schultz conducted a night photo session on Saturday evening.

"Snow Train '87" was dedicated to the memory of Philip R. Hastings, who had died on Friday of that weekend (see page 62). Phil had been a very active member of Mid-Continent, and arrangements have been made to have his negative and railroadiana collection installed in a memorial library to be built at North Freedom.

N&W 2-6-6-4 1218 After working throughout the winter, the Norfolk Southern steam crew at Birmingham was nearing completion on its overhaul of N&W Class A 1218 shortly after the first of the year. She was steamed for the first time on January 15, and a crosshead bearing problem in February pushed a planned March 5-6 test run to Chattanooga back about two weeks. There is little doubt that she will be ready for the ferry move to Roanoke during the week of April 20-24 for her debut trips to Bluefield and Lynchburg on April 25-26.

JIM BISTLINE On Saturday evening, January 10, 1987, a retirement dinner was held at the Ramada Hotel in Alexandria, Va., to honor James A. Bistline for his 39 years of service (1948-1986) with the Southern Railway and Norfolk Southern Corporation. Though he served for 25 years in the SR Law Department where he became assistant vice-president and general counsel, Mr. Bistline is best known within the railfan community for his recent duties with SR and NS as general manager — steam operations. Nearly 200 of Jim's co-workers, friends and fellow railfans attended the dinner, hosted by Carl Jenson (who succeeded him as general manager — steam operations) and his secretary, Betty McIntosh. Among those present were Jim's wife Lillian and son Scott, Bill and Sara Purdie and numerous representatives of the many NRHS chapters and organizations that worked with him over the years.

Remarks for the evening were provided by Jim's longtime friends W. Graham Claytor (former SR president and current president of Amtrak), Robert B. Claytor (chairman and CEO of Norfolk Southern) and V. Allan Vaughn (chairman of NRHS). Graham Claytor spoke of the beginnings of the Southern steam program in 1964 and 1966 with 2-8-2 4501 and how Jim got involved with the program in 1967, while Bob Claytor talked of his more recent activities with NS and particularly with N&W J 611. Allan Vaughn discussed the 20+ year relationship between SR/NS and the NRHS and how mutually beneficial it has proven to be.

An abundance of gifts were bestowed, including a solid-silver lifetime pass good on all NS steam excurisons, a VCR and a contribution toward a video camera. Robert Claytor presented him with an N&W steam locomotive bell, and the mayor of Huntingburg, Indiana, invited him to be the honorary chairman of the community's Sesquicentennial steam excursion program. An appreciation plaque from the NS Birmingham Steam Department crew featured a picture of Jim surrounded by drawings of the nine locomotives with which he has been involved with in operation or restoration: SR 4501, S&A 750, SR 722, CP 2839, N&W 611, SR 630, SR/C&O 2716, SR/T&P 610 and N&W 1218. Oh yes, and don't forget a box of his trademark cigars from the Tidewater Chapter NRHS

Retirement will free Jim Bistline from the work involved with the steam operations, but there is little doubt that he will be on hand when the 611, 1218 and 152 strut their stuff this summer—probably toting a new video camera in the photo line with the rest of the railfans. Jim and his family immensely enjoy foreign travel, and now that he doesn't have to railroad for a living, he will surely continue to railroad for fun. We wish him the best—RAY SAUNDERS.

WESTERN MARYLAND If everything goes as planned, Jack Showalter's CPR G5 4-6-2s will be romping out to Cumberland, Md., through the Narrows and around Helmstetter's Curve to Frostburg on a regular basis this year. In a deal that involved replacing downtown B&O crossing watchmen with automatic gates, on December 23, 1986, CSX deeded 15 miles of the former-Western Maryland main line between Cumberland and Frostburg to the City of Cumberland for operation as a scenic railroad. Showalter, who had previously operated his CPR G5s 1238 and 1286 on the former-C&O Hot Springs branch out of Covington, Va., as the Allegheny Central, has contracted with the city to operate the line. The run will be headquartered out of the old WM depot in Cumberland (now the restored "Western Maryland Station Center") and will have the use of the wye and some shop facilities in the old WM yard at Ridgeley, W.Va. A turntable and depot will be provided at Frostburg. As part of the agreement, Chessie will move Showalter's equipment up from Covington, and operations are hoped to be ready for Cumberland's Heritage Days, June 13-14, 1987.

SPRINGFIELD TERMINAL Guilford Transportation, in its search for reliable second-hand power, has purchased the last 35 of the Santa Fe's SD26s for approximately $1,000,000 (or $30,000 apiece). The units had been stored in Barstow and were serviced and washed before being worked east in January. The SD26s are rebuilds of the 80 SD24s dating back to 1959, when they were delivered to the Santa Fe alongside 50 Alco DL600Bs as the first factory-built low-nose units in the U.S. (the SD24s were also EMD's first turbo-charged units). The SD24s were rebuilt in the early 1970s with new wiring and 645 power assemblies, boosting their rated horsepower from 2400 to 2625, resulting in the "SD26" designation. Their pretty but costly-to-replace one-piece center windshields were a casualty of rebuilding, replaced by the later standard two-piece windshields. Most of the SD26s were in storage by 1985, and about three dozen of them were traded to EMD on GP50s. According to Santa Fe sources, the remaining units were in generally good shape and fired right up, some having had only three or four years of service after rebuilding. Guilford bought 32 units for service and three for parts. The units were: 4600-01, 03-07, 12-13, 17-18, 27, 40-41, 44-46, 48, 50, 52, 55, 57, 61, 65, 67-70 and 73-79—DAVID C. LUSTIG.

The SD26s were worked east on the N&W with "ST" spray painted on their cab sides. Almost immediately the units began being cycled through the Oneonta car shop for inspection and repainting into Guilford gray and orange, emerging lettered SPRINGFIELD TERMINAL, numbered 615-649. The Springfield Terminal is a 5.4-mile line into Springfield, Vt., just north of Bellows Falls, famous for having a railroad bridge shared by a highway and 44-tonner that was replaced in recent years by a Trackmobile. Acquired by the B&M, the Springfield Terminal has a United Transportation Union contract good until 1991 that permits it to use two-man crews of "railroaders" with no job class distinctions. As a result, Guilford has been leasing many of its secondary lines to the ST for operation under that contract. Lines presently operated by ST include all of the Maine Central east of Northern Maine Junction; the former NH/PC/B&M lines around Hartford and Waterbury, Conn., and Springfield, Mass.; the B&M Conn River line from White River Junction to

TWO PHOTOS JACK WHEELIHAN

SNOW TRAIN '87 railfan weekend on February 21-22 at Mid-Continent Railway Museum featured freight and passenger consists behind Simpson Timber 2-8-2 No.2 and C&NW 4-6-0 1385. Tom Schultz conducted a night photo session.

K. ISBELL

JIM BOYD

N&W 2-6-6-4 1218 was steamed for the first time (above right) on January 15, 1987. The Birmingham shop scene was a week later. On January 10 Jim Bistline (at left) was honored at a retirement dinner. At the mike is Carl Jenson, Jim's successor as NS general manager — steam operations.

RAY SAUNDERS

ALTOONA'S K4 1361 has been undergoing an overhaul supervised by SP 4449 veteran Doyle McCormack. She should be steaming in April.

JIM BOYD

KERMIT GEARY, JR

SPRINGFIELD TERMINAL GP9 11 (ex-Maine Central 591) was working its first day in service at Bainbridge, N.Y., on February 1, 1987.

Berlin and Groveton, N.H.; B&M from Ayer to Worcester; the North Adams and Canaan branches; some Boston switching and the D&H Voorheesville industrial park. Other lines are under consideration. Meanwhile, twelve MEC Geeps have been assigned to ST and renumbered 10-21—GREG NAZAROW.

NEW *FREEDOM TRAIN* Entertainer Johnny Cash is sponsoring a new *Freedom Train* that will be traversing CSX rails this spring. Dedicated to promoting honor and respect for our armed forces personnel and Viet Nam veterans—with special emphasis on POWs and MIAs—it will originate in Memphis, Tenn., on Memorial Day, May 30, and travel throughout the Southeast to arrive in Baltimore on June 14, Flag Day. Cash will host a live concert at each of the major cities on the tour, and Navy Captain Eugene "Red" McDaniel, a former POW, is arranging for distinguished military and civilian leaders to address the gatherings. Concerts are being planned for Memphis, Birmingham, Atlanta, Knoxville, Louisville, Cincinnati, Charleston (W.Va.), Pittsburgh, Washington and Baltimore (consult local news media for concert dates and times). The ex-CRR F-units and crew are being donated by CSX, with cars from the Memphis Transportation Museum—CAPT. JOHN SISTRUNK, USAF.

LA GRANGE TO LONDON? On Friday, February 20, 1987, Local 719 of the United Auto Workers Union, which represents many of the hourly employees at the La Grange, Illionis, facility of the Electro-Motive Division of General Motors, released a letter to its members which outlined the results of a recent consultant's study of EMD's commercial position and profitability. Details of the letter were published in the Chicago *Tribune* of February 22.

The consultant, Booz Allen & Hamilton, Inc., made recommendations which were presented to EMD management in La Grange and GM management in Detroit. Their study presented a variety of options for improving the profitability of the division, which has been losing money for five years. The course of action favored by Booz Allen & Hamilton—and widely rumored among EMD employees to be under consideration by management—would spell the end of locomotive manufacturing at the La Grange facility, long touted as the "Home of the Diesel-Electric Locomotive."

The consultant has recommended that the present manufacturing facilities at La Grange would serve only as an engine assembly line and engine rebuild shop, with all carbody and underframe, truck and transmission (motors and generators) and locomotive final assembly operations being moved to the GMDD plant in London, Ontario. Some of the present administrative departments (sales, engineering, purchasing, etc.) would be maintained at La Grange with a greatly reduced work force. The EMD parts department would be moved back to La Grange from its present location at Hodgkins, Ill., occupying space made available by the movement of manufacturing to Canada. Presumably, some of the division's rebuild shops and parts warehouses in other areas of the country would be closed. The net effect of the recommended changes would be a reduction in salaried employment at La Grange from 1609 down to 805, and a reduction of hourly employees from 3490 down to 993. Despite gaining locomotive production operations, the work force at London would also be reduced, with salaried employees cut from 299 to 183 and hourly from 730 to 590.

Both EMD and Union spokespersons have declined to discuss the study, but it was announced that upon the retirement of EMD General Manager P.K. Hoglund on April 1, 1987, he would be replaced by A. Grant Warner of GM Diesel Division in London, Ontario.

BOMBARDIER TO COME BACK? Bombardier, the manufacturer of MLW diesel locomotives, has signed a contract with Hitachi of Japan which includes the supply electrical equipment for use in future production of railway locomotives. Bombardier recently announced its withdrawal from the diesel freight market, but the Hitachi agreement may herald its reentry into the world-wide market.

The new general partnership with Hitachi involves the design and marketing of locos. General Electric had been the supplier of electrical equipment to Bombardier, MLW and their predicessor, Alco Products. When GE entered the locomotive market in the early 1960s, the conflict between being a builder and supplier to a competitor was obvious. By adding a new partner, Bombardier has assured itself of the latest in technology and removed the conflict problem.

Another development in the U.S. emphasizes Bombardier's commitment to the rail passenger business. The company has signed a long term contract with the Southeast Pennsylvania Transporatation Authority for the production and service of a fleet of cars and locomotives. The commuter cars will be built by Bombardier, while the construction of a fleet of eight electric locomotives will be subcontracted to EMD. In addition to supplying the capital equipment, Bombardier will build a maintenance facility in the Philadelphia area to service the rolling stock over a period of years. This deal puts the long term performance as well as the construction of the equipment on the shoulders of the original supplier.

The Hitachi deal has the potential of putting Bombardier and its Alco-designed 251 diesel engine back on the rails in competition with GE and EMD. With GE negotiating to open a production facility in Canada and the possibility of Bombardier coming back into the freight market, we may have three competitors again in the North American railway locomotive market—WALTER A. APPEL.

AMTRAK'S WORST There was no time for Casey Jones heroics as Amtrak engineer Jerome Evans approached Gunpow Interlocking at Chase, Maryland, at 1:30 p.m. on January 4. Alone in the cab of AEM7 903, he had No. 94, the *Colonial*, northbound at a speed of about 128 m.p.h. when he spotted three Conrail diesels standing dead on the track ahead of him at the junction where the two freight tracks merge into the two passenger tracks for the Gunpowder River bridge. After throwing his train into emergency, Jerome Evans, 35, died at 105 m.p.h. as his AEM7 and the rear unit of three Conrail B36-7s virtually disintegrated upon impact.

Though a second AEM7, 900, and an empty Amfleet coach cushioned the blow, three more occupied Amfleet cars piled atop one another while the rest of the twelve-car train derailed but remained essentially intact. Of the estimated 400 people on the train, 15 more perished and 175 were injured. The heroics came quickly after the disaster, as railroaders, rescue workers and the neighboring community pitched in to help the survivors.

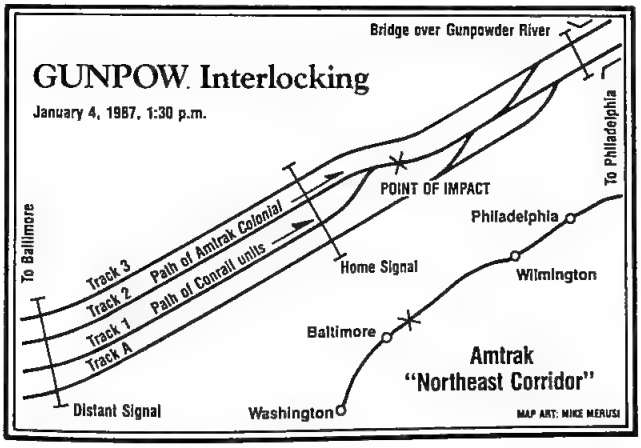
What happened? That will be for the National Transportation Safety Board to determine in hearings to begin in late March. Until their report is published, about six months after that, anything that is said is based on circumstantial evidence. What is obvious, however, is that for some reason three light Conrail B36-7s (5044, 5052 and 5045), which had been traveling north on Track 1 at an estimated 60 m.p.h., ran past two distant signals and a coded cab signal circuit before dumping the brakes, sliding through the home signal and the back side of the Track1-2 switch to stop in the middle of the interlocking directly in the path of the passenger train, which was operating until seconds before impact on properly-lined clear signals. The Conrail crew, engineer Ricky L. Gates and brakeman Edward W. Cromwell, will come under close scrutiny, for it was their train that was in the wrong place. Revelations that Engineer Gates has a long record of motor vehicle violations and was facing a March court date for a December 1986 arrest for drunken driving while running a red traffic signal has caused a lot of people to draw their own conclusions already. Tests performed ten days after the wreck with three similar Conrail units under similar weather conditions proved that the signals were visible and that the engines could have stopped in time had any of them been observed.

In his book "Fate is the Hunter," aviation writer Ernest K. Gann probed the circumstances of a fictional airline disaster, noting that any one of a number of minor variations would have changed the final outcome. With all the safeguards, why did it happen? Did all die in vain? The NTSB report should provide similar reading. The Conrail units had a poor radio. The cab signal warning whistle was muffled with tape. The Amtrak train was exceeding the speed limit by 3 m.p.h.—or 23 m.p.h. considering that one Heritage car in the consist should have reduced its legal limit from 125 m.p.h. to 105. Seconds of timing either way would have radically changed the outcome. Fate played a big hand in the wreck of the *Colonial*.

Amtrak and Conrail will be studying what happened and implementing changes that will prevent it from happening again. Plans are already under way to route as much freight as possible off the Northeast Corridor, and Conrail is studying the effectiveness of equipping a pool of Corridor lead units with full train control. The hardware, procedures and human environment are being studied with a new urgency. Meanwhile, we await the NTSB verdict.

PHOTOS STEVE TURKENKOPF, EXCEPT AS NOTED

AMTRAK'S WORST disaster occurred north of Baltimore on January 4, 1987, when the northbound *Colonial* struck three Conrail B36-7s at over 100 m.p.h. The lead AEM7, 903, was nearly demolished (above), as was the rear B36-7. Conrail 5052 (below right) was the middle unit—note the AEM7 debris atop lead B36-7 5044 in the background. The first four Amcoaches were stacked like cordwood behind the second AEM7 (bottom right). The sixth car is seen behind the workers (bottom left). The map shows the track arrangement of Gunpow Interlocking at Chase, Maryland.



GARY L. SULLIVAN

A recent relocation to Pittsburgh has placed me in the vicinity of the Baltimore & Ohio yard at Benwood Junction, West Virginia, for the first time in over 20 years. I grew up in Wheeling (immediately north of Benwood) during the 1960s. After leaving for college and the service, I returned to the yard only infrequently. My relocation back to the area has given me another chance to see Benwood. But it will probably be my last chance. Things are not well on the B&O in West Virginia, and the yard is dying.

The drive from Pittsburgh to Benwood takes me an hour and a half. In the summer I can leave after work and arrive at the yard with enough daylight left to find my way around the deserted roundhouse and car shop. If the sky is clear, it's even possible to get a photo of the local switching run returning from interchanging with Conrail and Norfolk Southern at Martins Ferry, Ohio, or servicing the few B&O customers that remain in Wheeling.

The local isn't much to see, but since through freight service was discontinued in July 1985, it's been the only action at Benwood other than an occasional run 101 miles downstate to Fairmont. Under these circumstances, even the typical lone GP moving a few cars at 15 m.p.h. can look pretty good. Anyone with greater exceptations need not visit Benwood.

The loss of the through freights was immediately evident. The yard looked desolate—like a model layout when its owner has spent so much on trackage that he can't afford rolling stock to fill it. Now, months after-

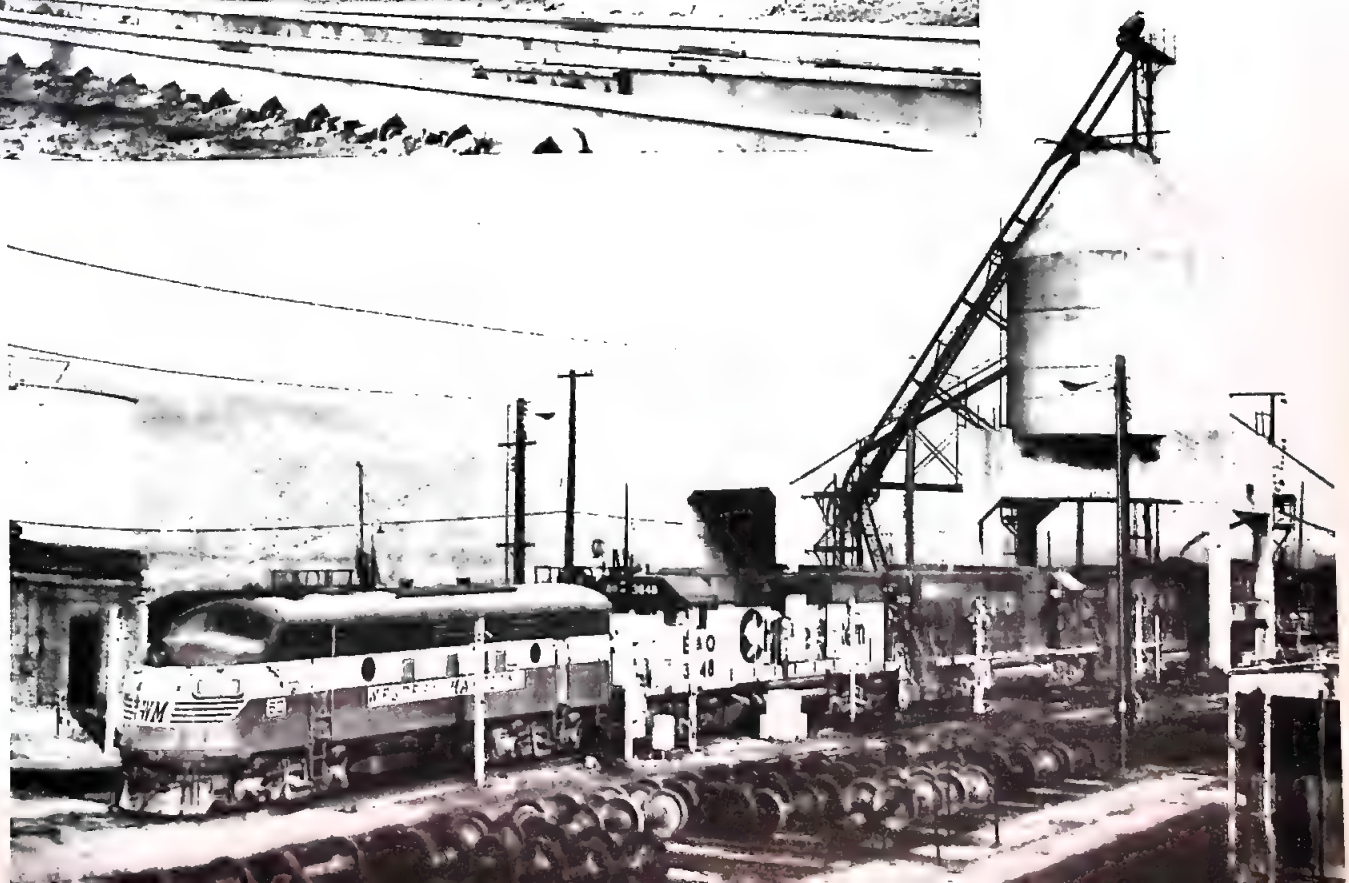
PHOTOGRAPHY JAY POTTER, EXCEPT AS NOTED

Memories of Benwood

It's difficult to watch a favorite railroad yard die.

by Jay Potter

IN BETTER DAYS, Benwood saw a fine variety of diesels. F7s bracketed GP40s **(left)** on April 15, 1974. After the B&O Fs departed, covered wagons returned briefly in the form of WM F7s **(below)**, as on March 20, 1976. Four SD9s **(below left)** had a coal train bound for the lakes on March 25, 1967.

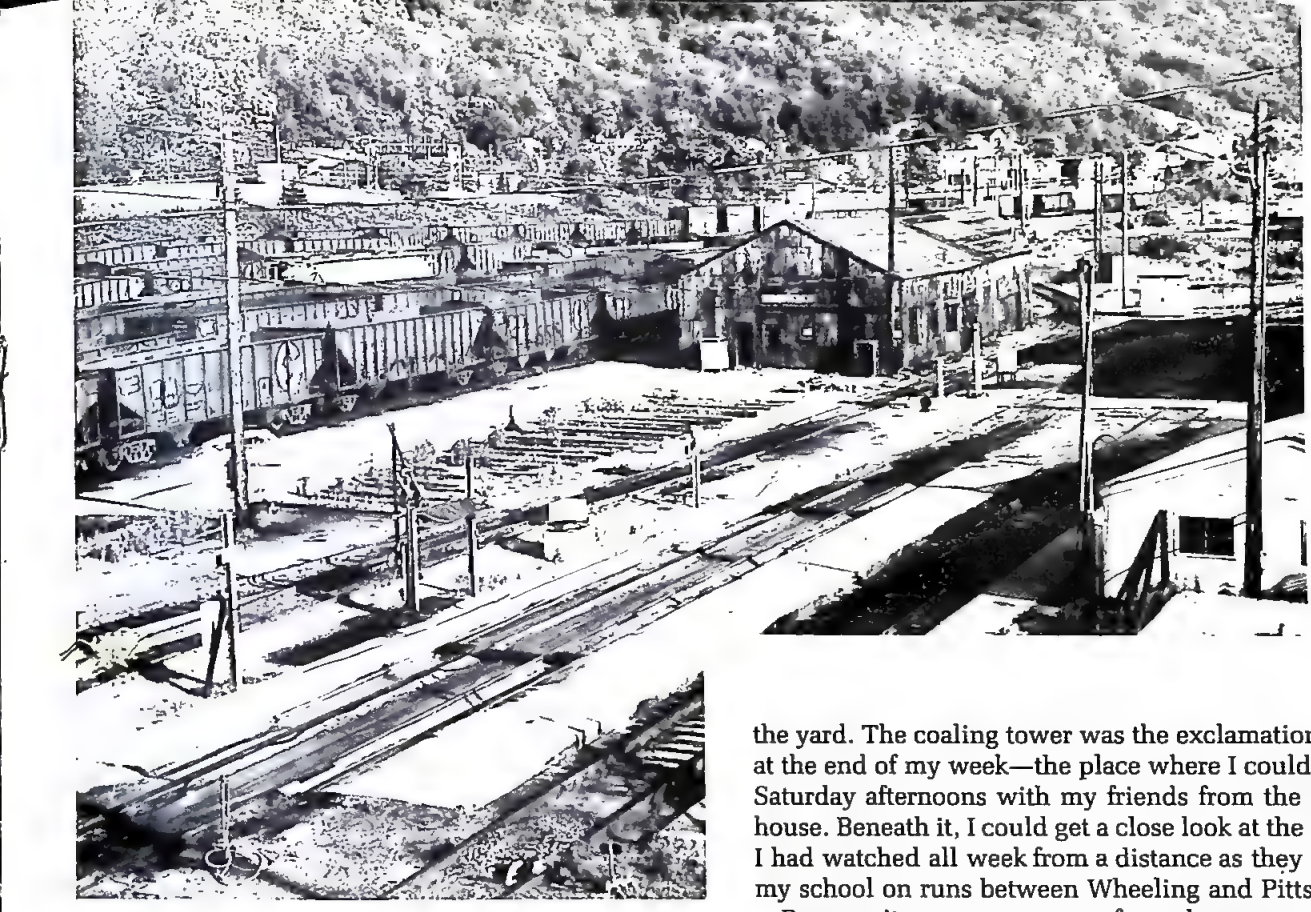


J.J. YOUNG JR.

ward, appearances have begun to deceive. The yard is full, and from a distance it looks like business as usual. To preserve the illusion, stay out of the yard. Once inside, it's depressingly apparent that the cars crowding the tracks are almost entirely bad order. There is row upon row of ruptured hoppers, obsolete boxcars and rusted tank cars—a year's worth of work sitting outside a car shop that will never open again.

While I was growing up in Wheeling, Benwood was my refuge. No adolescent problem—school, girls, money—was so severe that it couldn't be set aside while watching the trains come and go on the three lines radiating from the yard. My difficulties seemed minor when weighed against the holsters' and mechanics' explanations of how things were in the "real world."

Much of my Benwood time was spent around the coaling tower, which even today is visible for miles up and down the Ohio River, dwarfing everything else in



THE YEARS left their mark on the engine service area at Benwood. In April 1958 **(left)**, Fs and Geeps had just shouldered aside the 2-8-8-4 and 0-8-0. First and second generation Geeps shared the night **(below)** of December 18, 1976. But the engines were gone by June 1986 **(above)** and most of the cars in the yard were bad order.

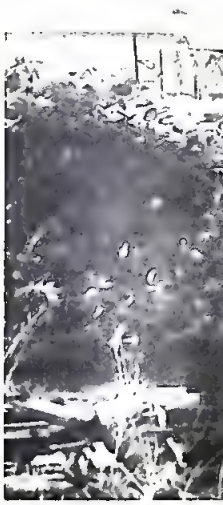
the yard. The coaling tower was the exclamation point at the end of my week—the place where I could spend Saturday afternoons with my friends from the roundhouse. Beneath it, I could get a close look at the diesels I had watched all week from a distance as they passed my school on runs between Wheeling and Pittsburgh.

Because it was a carry-over from the steam era, the coaling tower always seemed to symbolize better days at Benwood. Yet even during the diesel years operations there were well worth watching.

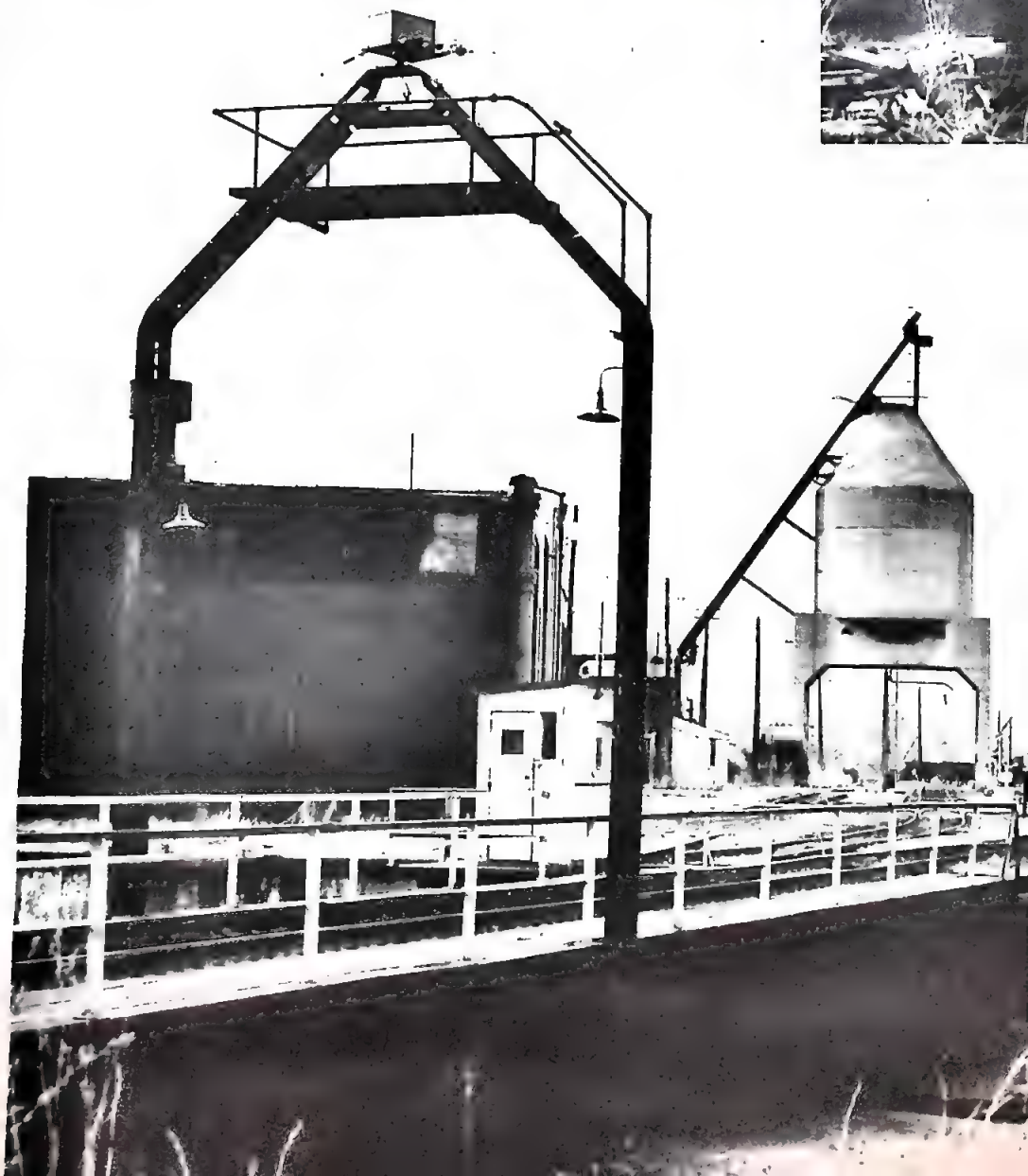
Back when economic conditions still allowed branch line railroading to support substantial physical plants, Benwood had a tremendously strategic location. It lay south of the railroad's Chicago main line and north of its St. Louis main line. It drew traffic from Pennsylvania on a direct line to Pittsburgh via Wheeling. A second line followed the Ohio River south and branched within West Virginia to Parkersburg, Clarksburg and Grafton. The third line crossed the river into Ohio and branched to Willard and Warwick.

Benwood's three branches brought to its engine terminal a variety of motive power equal to that anywhere else on the B&O. Steam stayed late, with EM-1 2-8-8-4s moving West Virginia coal to Lake Erie into 1957. Until passenger service between Wheeling and Willard ceased in 1961, the terminal serviced various models of EMC/EMD E units, as well as passenger-geared F3s. The Willard line also brought aging FTs and freight F3s across the river regularly until they were traded in on GP30s in 1962. The Pittsburgh line was frequented by Baldwin "Shark-noses" and AS16 roadswitchers into 1965 and by Alco FA2/FB2 cab units into 1967. The engine terminal itself supported a stable of Baldwin DS4-4-1000 yard switchers for local service into 1971. In 1974 the F7s (the railroad's last cab units) departed, leaving the service area and ready tracks populated primarily by GP9s, occasional GP7s and SD9s, and a selection of second-generation GPs.

Today, the few units that wander into Benwood for



THOUGH the structures remain, the trains are gone from Benwood's engine terminal. Today the turntable and coaling tower are quiet (**right**), and the throb of EMDs comes only from passing trains in the nearby yard rather than blue Geeps on the ready tracks, as on July 15, 1969 (**above**). At 6:45 p.m. on June 18, 1986, the only thing moving in Benwood was the local from Wheeling (**top right**) with a GP30 pushing a gon load of scrap and a caboose. That's the lead to the Ohio River bridge in the background.



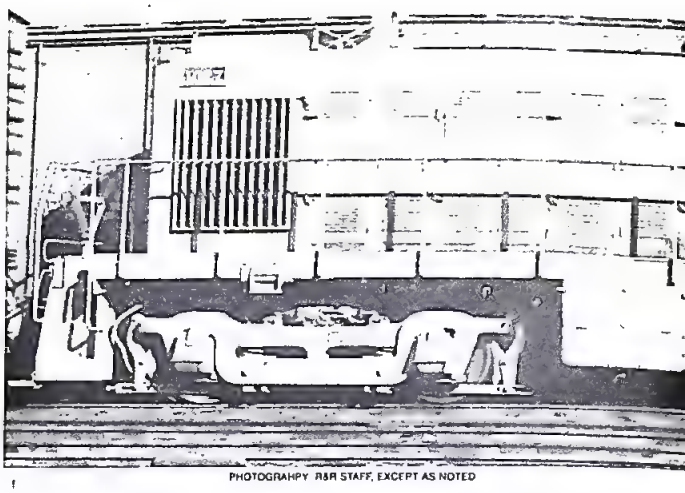
local operations must make an 88-mile trip to Parkersburg for servicing. Benwood's service area appears functional but is actually an empty shell. The 115-foot turntable and nine of the original 23 roundhouse stalls remain. However, the roundhouse offices contain only piles of discarded records, and the work areas are littered with trash, rusting tools and useless spare parts. Outside under the coaling tower, the locomotive access platforms have been removed, as have the sanding pipes which used to descend from the tower. Some fueling hoses still remain, but the storage tanks are empty and their entry ports open. Obviously the tracks are rusted—not with the patina that indicates that nothing has passed for a while, but with the pitting that indicates nothing ever will again.

It's much easier for me to describe the fullness of Benwood's past and the emptiness of its future than it is to articulate what still draws me back to watch the yard as it dies. I'm certainly not looking for excitement. That's long gone. And I'm not after nostalgia. For that I need go no further than 25-years' worth of photos. I guess I return to Benwood because I want one last shot at the peace of mind I always found there. The problems I contemplated under the coaling tower were not just adolescent ones. I came back to Benwood after Viet Nam, after the death of my father, after a divorce. Benwood didn't provide ready-made solutions to my problems, bit it did give me the breathing room I needed to develop them on my own.

I'm not sure what I'll do once Benwood is gone. Perhaps I'll find a substitute location. More likely, I'll discover that I don't really need one. Still, I'd feel more confident about handling my own feature if I knew that Benwood had a future also.

The 1027s They Didn't Show You

Variations on a digital fixation.

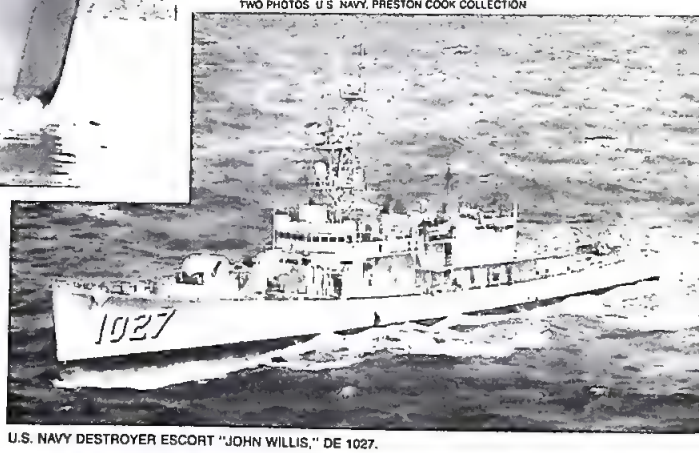


PHOTOGRAPHY R&R STAFF, EXCEPT AS NOTED

We are all aware that our friends at 1027 North 7th Street in Milwaukee have had an "unusual" fixation about their street number. We should also be equally aware that the hallowed digits have graced things other than an L&N GP30 or a CN GMD1. Permit us to share some examples that they may have overlooked.

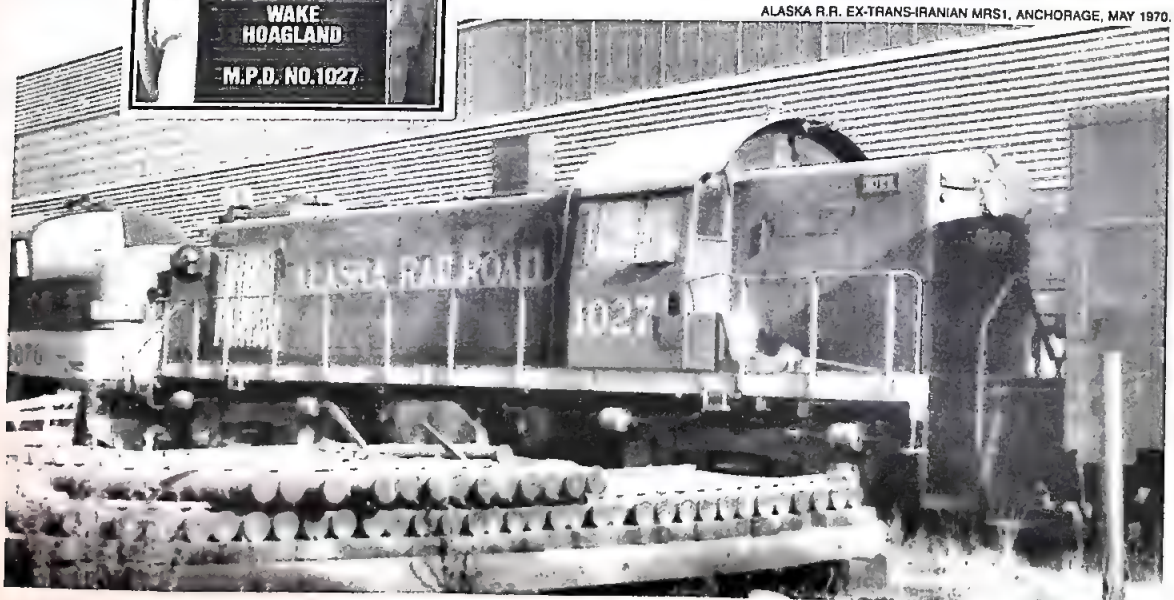
TWO PHOTOS U.S. NAVY, PRESTON COOK COLLECTION

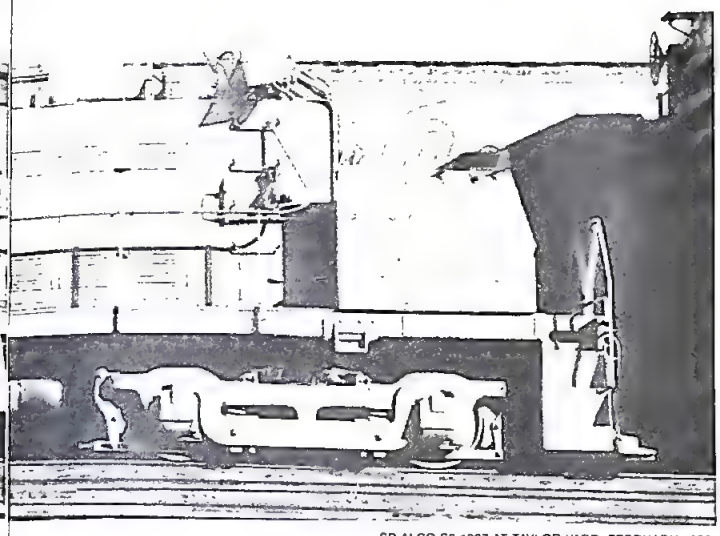
U.S. NAVY LST 1027.



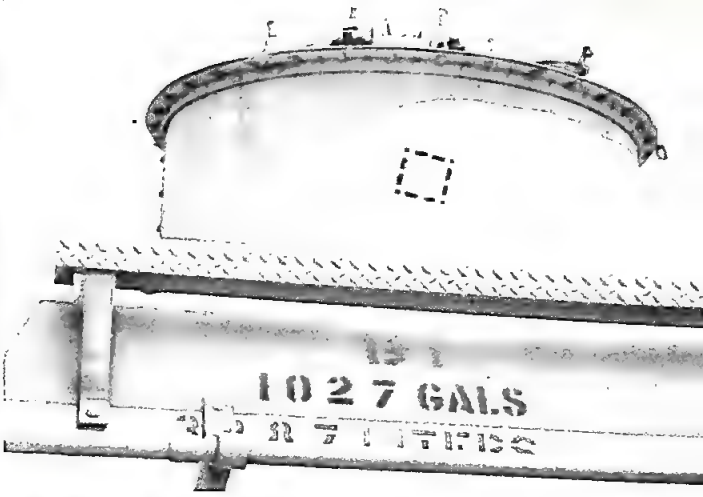
U.S. NAVY DESTROYER ESCORT "JOHN WILLIS," DE 1027.

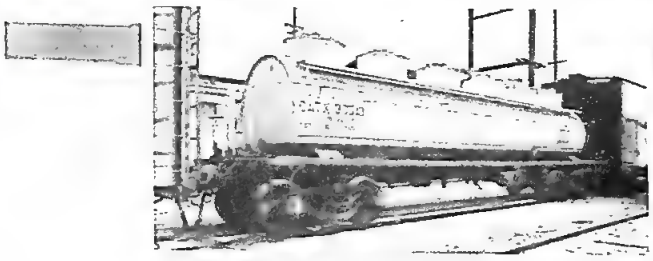
ALASKA R.R. EX-TRANS-IRANIAN MRS1, ANCHORAGE, MAY 1970.





SP ALCO S3 1027 AT TAYLOR YARD, FEBRUARY 1965

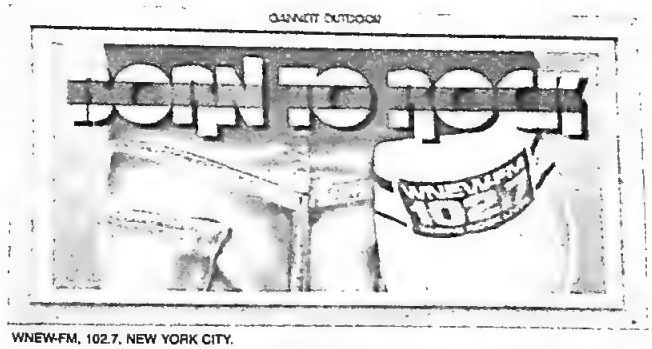




WINE TANK CAR AT SACRAMENTO, END COMPARTMENTS 1027 GALLONS

"David P. *who* wants to ride the cab?"

GANNETT OUTDOOR



WNEW-FM, 102.7, NEW YORK CITY.

PAN AM — PAN AMERICAN BOEING 377 STRATOCRUISER N1027V, "CLIPPER RAINBOW," SFO.

0540
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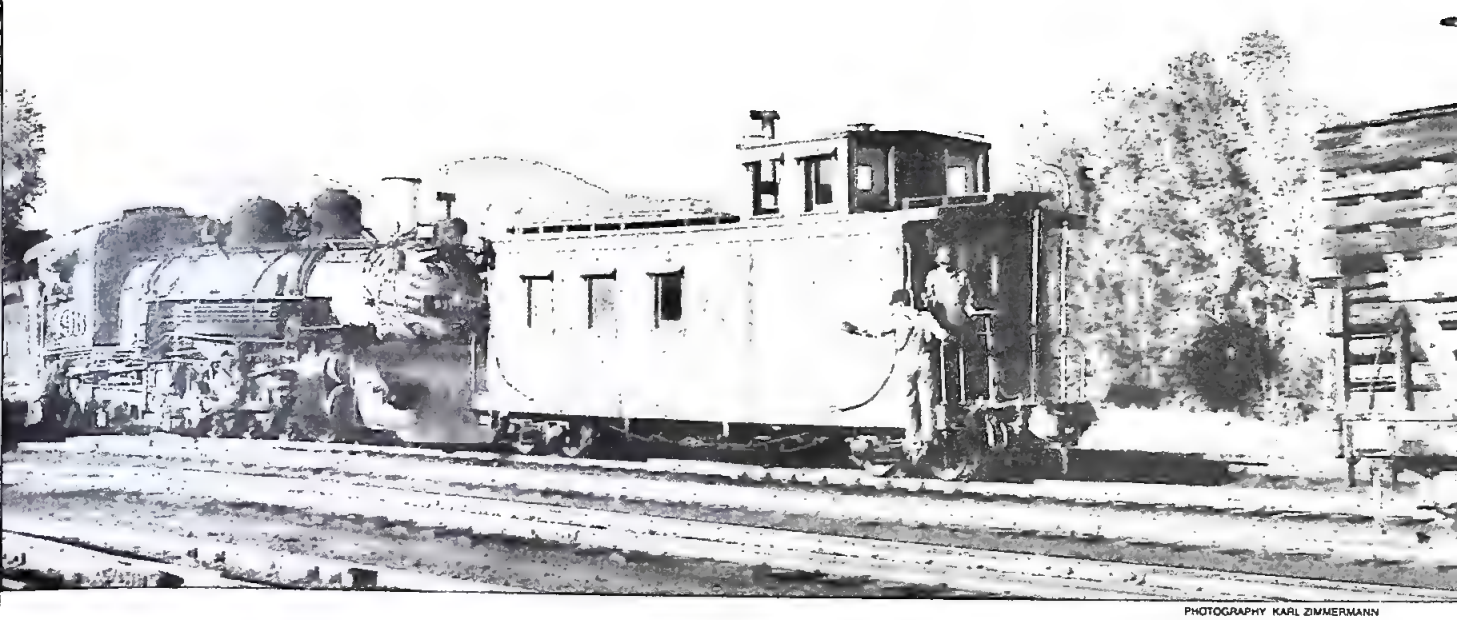


PHOTOGRAPHY KARL ZIMMERMANN

EARLIER ENCOUNTERS with D&RGW cabooses for Author Zimmermann included the 0584 at Chama in 1967 (above) and a Durango & Silverton work train (left) with the 0540 in Animas Canyon in August 1971.

For Hire: One Red Caboose

For these travelers on the C&TS narrow gauge, authenticity was more important than convenience.

by Karl Zimmermann

Something there is that loves a caboose, particularly a little red caboose. Even more particularly, a little red *wooden* caboose; or, better still, a little red wooden *narrow gauge* caboose. That must be the ultimate in charisma.

Denver & Rio Grande Western once had a good supply of just such vehicles roaming its extensive network of three-foot-gauge rails, which spider-webbed Colorado and reached into Utah and New Mexico. In particular, perhaps two dozen cabooses of the 0500 class were built by the railroad beginning in 1880, the same year the San Juan Extension was begun, probing west from Antonito, Colorado, to Durango.

Construction of this series of "long" cabooses—double-truck cars, as opposed to their four-wheel "bobber" predecessors—continued intermittently into the early twenties. Though basically similar, cabooses in this series were rich in minor variations, reflecting design improvements made in the course of their forty-plus-year building history. The cars ranged in length from 17 to 26 feet. Some had round roofs, though most had peaked. A few had single-window cupolas, but most had double. Virtually every interior was slightly different.

It was in the 1960s that I first met up with these cars, when they trailed double-headed freights over Cumbres Pass and rattled along the Farmington Branch on the tail-end of trains of pipe and drilling "mud." Even after the demise of narrow gauge freight operations in 1969, I'd seen the cabooses now and then in work train service on the Silverton Branch—first under Rio Grande auspices and then, in recent years, running for the Charles Bradshaw's Durango & Silverton Narrow Gauge Railroad.

These endlessly appealing little cars, though low-slung, with the over-wide waddling posture typical of narrow-gauge equipment, are lent a contradictory lankiness by their tall cupolas and stovepipes towering even higher. Swaying through the weeds, they somehow say "Rio Grande narrow gauge" every bit as clearly and eloquently as outside-frame Mikados.

I became hooked on these endearing, slightly down-at-the-heels wooden beauties. On and off over two decades I photographed them. From a Durango antique store, I bought a kerosine lamp (along with a cast metal bracket, like the lamp, marked "D&RGW") that had once shed its yellow light on a conductor's waybills. Later I purchased an HO-gauge brass model of an 0500-class caboose for display in my living room.

The 0500 cabooses were rare by the time I met up with them, since D&RGW's narrow gauge empire was already deeply into decline, and they would become much rarer still. Rio Grande's 1967 equipment register listed but eight still on the roster. When the Antonito-to-Chama trackage was sold to the states of Colorado and New Mexico in 1970 to become the Cumbres & Toltec Scenic Railroad, only one caboose was included in the deal. When D&RGW finally unloaded the Silverton, in 1981, just two cabooses were in the package (though owner Bradshaw has subsequently added a third, purchased from an individual).

But it is Cumbres & Toltec's No. 0503—built in 1880, and carrying a designation just a few digits from "class

RIDING THE 0503, the Zimmermann party watched the 488 pull away at Osier to swap trains with the 489, which had come east from Chama. The interior of the 0503 clearly shows its character as a working caboose—those playing cards are for the passengers.

number" 0500—that is the star of this story. I'd heard that C&TS was willing to charter its caboose, to be hitched to its regular steam passenger excursions. A telephone call to Chama confirmed and clarified. Actually, I learned, there were two cabooses routinely promoted for charter. Number 05635, built by C&TS in 1976, is described in company literature as "spacious and comfortable inside and . . . outfitted with two restrooms and four upholstered coach seats." This car is positioned in Antonito for service to Osier and return.

Standard operating procedure on the C&TS is to dispatch trains from the end points (Antonito and Chama) in the morning. They meet at Osier, a green, mountain-bound meadow that is roughly the midpoint, for an hour-long luncheon stop. Then the trains swap their chunky outside-frame Mikes and both head for home.

A second "caboose," No. 0306, offered on the Chama train, is also newly constructed and will accommodate an even dozen travelers. C&TS calls it "very plush with carpeting, swivel seats, bathroom." Neither was at all what I had in mind.

"How about the *old* one, " I persisted, trying to effect a meeting of minds with the reservations clerk in Chama.

"Oh, you mean the 0503," she said. "We don't often charter that one, but you can have it if you want. Eight is all it will carry, and it's a little rustic. No bathroom."

"That's the one. How much?"

"$405."

"Sign me up."

So on a warm, sunny August morning in 1985, we arrived at Antonito to board the caboose that would be ours for the day. "We" included my wife Laurel, teenaged daughters Jennifer and Emily, and the Blum family: Phil and

DEPARTING ANTONITO, the caboose was coupled right behind the 488. At Sublette, on the return trip, the Zimmermanns and Blums posed for a portrait (left); that's Karl at left on the ground.

Carla, their daughters Polly and Heidi, and five-year-old son Peter (a small enough passenger that C&TS allowed us to stretch the eight-person maximum to nine). Also aboard was Shasta, the Blums' black lab, who showed her gratitude at being included by lying quietly in her crate for the entire trip. We conjectured that she may have been 0503's first canine traveler in all its 105 years.

For the run to Osier, 0503 was at the head of the train, right behind K-36 Mike No. 488. Shortly after ten o'clock, with two blasts of her whistle, the Mikado lurched into motion, beginning our 38-mile outbound journey—all upgrade, though gentle here at the start.

"Look at this sign by the track," Carla called as we rattled out of town, not realizing that she had spotted one of the famous icons of the Rio Grande narrow gauge: a simple rectangle reading "End of Standard Gauge." For many decades this has marked the perimeter of a magical world of railroading.

The 0503 remains a working caboose, used by C&TS crews in work train service; testimony to this was the clearance card and train order left pinned up above the conductor's desk. Dated August 1, 1985 (eight days before our trip), and issued at Chama, the order read: "Eng. 488 run extra Chama to Big Horn and return. Meet Train No. 1 at Sublette; Train No. 1 hold main track. Meet Train No. 4 at West End Toltec siding; Train No. 4 hold main track."

The caboose's green wooden interior was remarkably unmodified, with no concessions made to the car's occasional charters. Everything had a comfortable, well-worn smoothness, the result of more than a century's use and handling. The conductor's desk, at one of the car's center windows, stood ready for paperwork. The coal bunker was full, ready to fuel a stove that was redundant on the warm August day of our trip. Built in under the cupola was an ice box and a variety of cupboards and closets. Two bunks could be folded down from the ceiling. More useful on our daytime jaunt was the large, hinged table which dropped from the wall—revealing railed shelves for condiments or other small articles. This table proved admirable for card games. The caboose was at once a cozy, private space for our group and a living museum of turn-of-the-century railroading.

The car's end platforms were grand perches—though on the outbound climb the forward one, right behind the laboring Mikado, was constantly rained with cinders. The best place of all was the tiny cupola, reached by clambering up a metal ladder, it's black paint scraped away by numberless boot-treads. Particularly from there, seated on a hard bench of cracked leatherette, Westinghouse air-pressure gauge and brake valve in plain view, it was easy to dift back in time.

PHANTOM CURVE is viewed along the weathered flank of the 0503, as the 488 works its way west. The view of the tourist cars to the rear was not quite as timeless.

This was especially true looking forward on the upgrade haul, where nothing was visible in the frame of the cupola window but No. 488, curving through landscape essentially unchanged since the rails had been laid across it a century earlier. The Mike's exhaust beats were steady, playing counterpoint to the thumping clickety-clack of caboose wheels on narrow-gauge rail joints. Bursts of fragrant coal smoke were flung back. The tender's large back-up light and "doghouse" (a shack on its deck that once provided marginal shelter for the head-end brakemen) jitterbugged in the window, rocking when we rolled.

We climbed and arced through the sagebrush, past desolate Lava tank and around Whiplash Curve. At higher elevations our world grew greener; the valley of the Rio de Los Pinos fell away to the south. Soon came Big Horn; Sublette, where we stopped for water; Toltec siding; Phantom Curve; Rock Tunnel and the Toltec Gorge, briefly glimpsed but still startling in precipitousness and proximity; and Osier, where the station sign reads "Denver 318, Elev. 9637 ft." These are all great names, music to the ears of any D&RGW aficionado.

At Osier, our locomotive cut off and ran ahead, then backed down on the Chama train. Up on what would be our head end, sister K-36 No. 489 performed the reciprocal of this ritual. During this stop at Osier, many curious—and envious—passengers walked through the caboose to look it over. Our group undeniably felt a little smug at our good fortune and good sense in arranging for ourselves this special, private conveyance.

At 2:00 o'clock, both K-36s whistled off simultaneously, and we were headed back to Antonito. The return, downgrade all the way, was a bit of an anticlimax: the locomotive just drifting, the sights already seen, the new, home-built, cream-and-red coaches (while no doubt an improvement in passenger comfort) jarringly visible through the forward cupola window, making nostalgic reverie more difficult.

But even at that the trip was over far too soon, ending for me with a lazy, fragrant ride on 0503's rear platform, late afternoon sun full on my face, as we swayed through the sagebrush hills into Antonito—a fittingly mesmerizing ending to an altogether wonderful, Walter Mitty-esque experience.

NYS&W returns to Sparta Mountain

Stack Trains On the Susquehanna

by Jim Boyd

PHOTOGRAPHY: JIM BOYD, EXCEPT AS NOTED

MAY 1971: Electro-Motive Division of General Motors is finishing up its last F45s for the one-year-old Burlington Northern. The 6640 and 6644 are among the handful that will wrap up a total production of 86 of the 3600-h.p. cowl units. The fresh green and white "covered wagons" are destined for a long career that will take them from the flatlands of Illinois to the crest of the Cascades—and the snowy flanks of New Jersey's Sparta Mountain.

At this same time, a young man named Walter Rich is enjoying the first full month of operation of his newly-formed Cooperstown & Charlotte Valley steam tourist railroad on a 16-mile former-Delaware & Hudson branch line into Cooperstown, New York (a community far more widely renowned as the home of the game of baseball). Following the demise forced by highway construction of the 2.6-mile Delaware Otsego Railroad in nearby Oneonta, General Manager Rich had moved his ex-Virginia Blue Ridge U.S. Army 0-6-0 and handful of coaches to the C&CV to begin operation anew. An ex-Delaware & Hudson RS2 will provide power for the soon-thriving freight business.

Elsewhere in the railroad world, Amtrak has just taken over the American passenger train, and the Penn Central has the Northeast in its black embrace. The Erie Lackawanna is hustling freights behind SD45s over both the old Erie and old DL&W main lines between New Jersey and Binghamton, N.Y., and the colorful little Lehigh & Hudson River is making two or three trips a day with its Alco C420s between the PC's New Haven at Maybrook, N.Y., and the CNJ and former-Pennsy at Phillipsburg, N.J. The L&HR connection with the weary little New York, Susquehanna & Western at Sparta Junction, N.J., however, has been embargoed since 1968 because of an unsafe bridge near Sparta.

Although no one can possibly foresee it, the next 15 years will bring all of these elements together in one of the most bizarre "who'd have believed it?" railroad stories of all time.

CAMPBELL HALL, New York, has become a busy junction again. On track once used by the Erie and L&NE, NYS&W C430 3000 pauses on January 17, 1987, with westbound SLN-3 to get clearance onto the old Erie main. Yellow F45 6370 (above) was similarly waiting on a frigid January 3 night. Reopening the long-abandoned NYS&W line in New Jersey necessitated signs like that (far right) on the Route 15 crossing.

A Saturday chase

I turned on my scanner as I was shaving after sleeping late on the Saturday morning of Janaury 17, 1987. The weather for the weekend had been forecast as lousy, and I was more than a little surprised to find a crystal clear winter day outside. My feeling of wishing I'd gotten up earlier was reinforced when I heard radio chatter that indicated that Susquehanna's NY-10 eastbound stack train was meeting westbound stack-packer SLN-3 about ten miles away at Sparta Junction. My cameras were at the office, and I had to hit the bank before the long Martin Luther King weekend. The line at the bank was endless, and I managed to get behind every dopey driver in the state as I took care of my errands and made off for the westbounder. My train was Susquehanna SLN-3, bound from the Sea-Land termi-

nal at Little Ferry, N.J., to Long Beach, California, via the D&H, Chessie and Santa Fe. Once he entered Conrail track at Pelton Road on the south side of Warwick, N.Y., on the old Lehigh & Hudson River, he would become Conrail symbol NTV-9.

As I passed over the abandoned passenger main of the old Erie at Chester, I got to thinking about the incredible circumstances of my day's chase. Who would have believed this back in 1971? Or even 1981! Today, the mighty DL&W main line across New Jersey is ripped up. The Pennsy, New Haven and CNJ at both ends of the L&HR are as gone as the remnants of the Lehigh & New England and NYO&W that can still be seen in places along the highway, a dusting of snow highlighting their ghostly remains amid the barren trees. But my scanner is crackling with messages like, "Conrail Hornell Dispatcher to NYS&W 6366 on the NTV-9. How many stack cars do you have?" And the reply, "Eighteen stacks and nine conventionals."

That is the engineer on a New York, Susquehanna & Western SD45 telling the Conrail dispatcher that he has over a mile of containers headed for California. And he has just come over that same Sparta Mountain trackage that the NYS&W had embargoed in 1968. And I'd had to make a choice as to which of the *two* SD45-powered stack trains I would go after today!

It turns out my choice was the right one, for while the foresaken NY-10 had green ex-BN SD45s and the green F45 6640, my NTV-9 has yellow F45 6370 (former BN 6644) mixed into a consist that includes two green SD45s and a yellow Century 430. When the power is end-for-ended at Maybrook, the Alco is leading into the bright afternoon sun. A photo line of two dozen railfans is on hand at Campbell Hall for the train's departure. Big-time railroading has returned to my back yard. Alcos and '45s out of Maybrook on the Susquehanna? *Incredible.*

The Cooperstown Empire

The story of how Walter Rich went from an Army 0-6-0 to coast-to-coast container trains behind 20-cylinder EMDs and Alco C430s is going to be one for the history books. With the Sparta Mountain route opened to regular service in December 1986, the final chapters of this story remain yet to be played out. Will his incredibly expensive gamble pay off or will the Susquehanna collapse under the strain? To quote the owner of another short line, "A lot of people could go broke betting against Walter Rich."

When he was a law student back in 1968, Delaware Otsego's 22-year-old Walter Rich was probably the youngest general manager of any American railroad. Using the money brought in when

the Oneonta tourist line was sold for a highway bypass, Rich purchased the D&H branch into Cooperstown to create the Cooperstown & Charlotte Valley in 1971. He rapidly expanded his short line empire under the Delaware Otsego Corporation banner by buying the 22-mile ex-DL&W Richfield Springs branch to create the Central New York in December 1973, and a month later purchasing controlling interest in the 19.5-mile Fonda, Johnstown & Gloversville. Thus, unlike many of the "designated operator" short lines of the post-Conrail era (where a government agency would acquire the track and a sometimes fly-by-night company would be hired to operate it), Delaware Otsego was not just a paper corporation but one with substantial real estate holdings and very tangible assets. Some very *visible* ones, too, in the form of a fleet of big blue all-door boxcars for the C&CV and FJ&G.

Although it had used available New York State funds to rehabilitate its properties, Delaware Otsego raised its own money and bought its railroads. With the creation of Conrail on April 1, 1976, however, DO began its only designated operator enterprise by contracting to operate the 24.6-mile former-Erie branch from Lackawaxen to Honesdale, Pa., as the Lackawaxen & Stourbridge Railroad for the Pennsylvania Department of Transportation. With Alco power readily available on the used locomotive market, DO stocked its lines with a modest fleet of RS2/RS3s in addition to the FJ&G's pair of S2 switchers. All four railroads were managed from the headquarters office in Cooperstown. Since most of the lines needed service only once or twice a week, one or two crews could drive back and forth and handle a different railroad each day.

With the short line business becoming more and more lucrative, the C&CV steam tourist operation was quietly dropped in 1975. Walter Rich never abandoned his fondness for steam, however, for in September 1979 he permitted George Hart's CPR 4-6-0 972 to operate excursions on the Lackawaxen & Stourbridge to celebrate the 150th Anniversary of the D&H Canal Company's *Stourbridge Lion*, and today the independent "Stourbridge Line" operates regular excurisons on the L&S using a Susquehanna RS3 or the ex-BAR BL2 that they recently acquired.

Meanwhile, Mr. Maidman

While Walter Rich was building up his empire, the old New York, Susquehanna & Western was going to rack and ruin. Way back in the 1890s, the NYS&W had developed into a prosperous railroad with a direct line (subsidiary Wilkes-Barre & Eastern) to the Anthracite coalfields around Wilkes-Barre, a through freight route with the NYO&W and even a double-track main line for passenger trains from Paterson, N.J., to the Hudson River waterfront. In 1905 it came under control of the Erie, which thereafter often operated it like an unloved stepchild. Floods and a mortgage bond crisis drove the line into bankruptcy in 1937, and by 1940 the Trustee made a complete break with the Erie. The line was trimmed back to its Lehigh & New England connection near the Delaware River at Hainesburg, N.J., and replaced its aging steam power with Alco switchers and RS1s (it boasted complete dieselization by the end of World War II). Budd RDC cars replaced exotic gas-electrics and streamlined motor cars in 1950, and by 1953 the NYS&W emerged solvent from bankruptcy.

But the late 1950s were hard times, with the NYO&W folding in 1957 and the L&NE going under in 1961, leaving the Susquehanna to survive on local business and west end connections with the L&HR at Sparta Junction and the CNJ at Green Pond Junction. The commuter passenger business was an expensive nuisance, and things looked bleak.

The railroad, however, did not give up. It tried to improve its commuter service with new "economy" stainless steel coaches—with open windows and no air conditioning. After testing EMD's GP20 demonstrators, it used a government loan to buy three new GP18s in a new yellow and black livery, styled by EMD.

And then along came Irving.

In 1962, the same year the GP18s were delivered, New York real estate dealer Irving Maidman purchased the recently-vacated Ford assembly plant in Edgewater, N.J., and bought the NYS&W to guarantee rail service there. He quickly made his mark on the railroad. Faced with continuing losses, his solution to the passenger problem was to offer each commuter $1000 to stop riding his trains. When that didn't work, he simply defied the law and stopped running the trains on June 30, 1966. Business was good enough, however, that he turned down a sale to the newly-formed Penn Central in 1968, about the same time as he embargoed the line to Sparta Junction west of Oak Ridge. Service west of Butler was terminated when a hurricane in August 1971 washed out a culvert and about a hundred feet of fill at Smoke Rise. As a result, the CNJ abandoned its line into Green Pond.

The NYS&W struggled along with its three good Geeps and a motley collection of cross-cannibalized 539 Alcos. The double track main line east of Paterson was deep in weeds, but the second track was

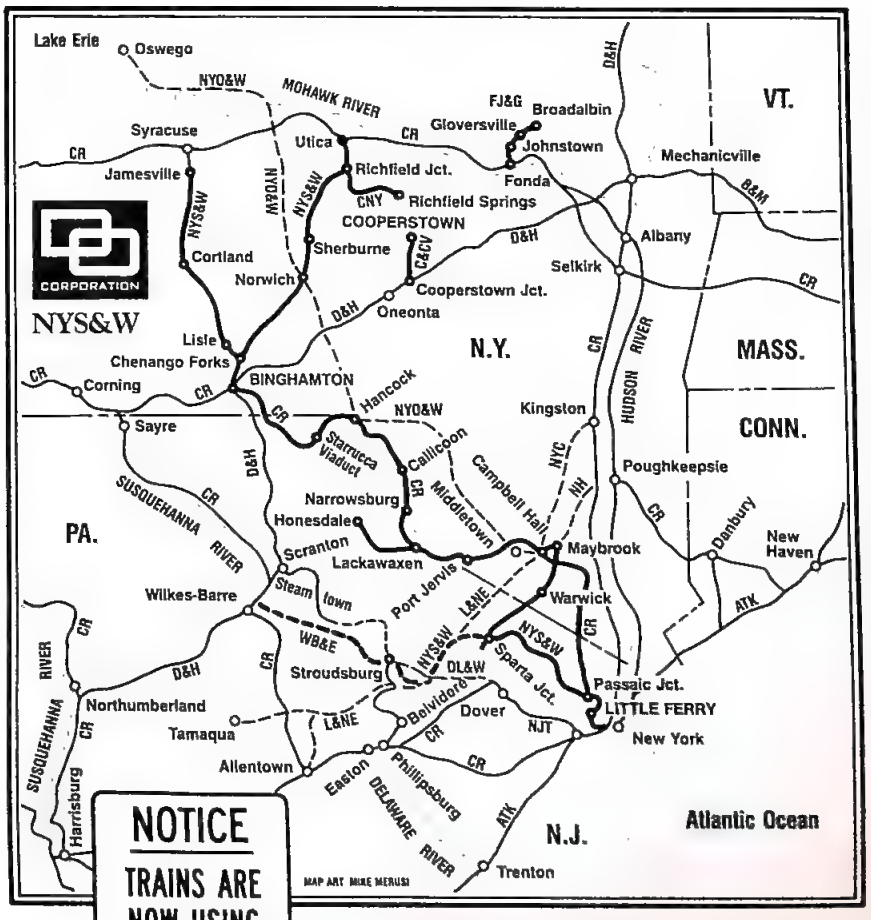
WALTER RICH, president of Delaware Otsego, started out with a 2.6-mile tourist railroad and built it into a strong regional system. Back in the 1950s, a gaggle of NYS&W RS1s (below) was southbound at Stillwater, N.J., on track shared with the L&NE.

handy for switching, and there was still a decent volume of local business along the main line and the industrial Lodi and Passaic branches. The huge old hump yard at Little Ferry was likewise weed-grown, but the ancient shop and roundhouse—complete with turntable—was functional if funky. Sometimes two Geeps were needed for the interchange job down to the Erie Lackawanna connection at Croxton Yard, and an RS1 was usually kept busy in the yard. The branches and customers out as far as Paterson got frequent service, and a local would venture as far west as Butler about once a week.

Steam returned to the NYS&W in December 1973 when Earl Gil moved his Morris County Central tourist operation from the Morristown & Erie to the isolated segment of the NYS&W between Newfoundland and Beaver Lake. In midwinter, Gil's Army 0-6-0 heroically dragged his ailing 2-8-0 and all his rolling stock, along with O. Winston Link's CPR 4-6-0, from a temporary connection with the L&HR at Sparta Junction up the abandoned track to the top of Sparta Mountain and on to a shop site just east of the Newfoundland depot. On July 4, 1974, the Morris County Central began regular tourist operations west out of Newfoundland using the 0-6-0 and 2-8-0, both (like the Delaware Otsego 0-6-0) veterans of the Virginia Blue Ridge. It was a picturesque operation, but it ended bankrupt in 1980.

Bankruptcy amid a hint of financial scandal hit the NYS&W on January 20, 1976, and Irving Maidman departed the scene. His president, William T. Frazier, was indicted for financial mismanagement but died of natural causes before an investigation of his questionable dealings could be completed. Walter G. Scott was appointed Trustee and began to try to put the Susquehanna back on its feet. He even authorized a Bicentennial paint job for veteran RS1 252. Within three years, however, the wolf was again at the door. In an attempt to drum-up much needed cash, GP18 1804 was leased out to an equipment dealer and subsequently showed up on the C&NW, Soo Line and Rock Island (an ill omen?).

In late 1979, the bankruptcy judge ordered that the railroad be dismantled, but the shipper and public protest was so vocal that it was postponed. On May 29, 1980, U.S. Judge Lawrence Whipple ordered that the NYS&W be sold to Delaware Otsego, and the Maidman era was put to rest, once and for all. There was little hint that the Suskie was about to embark on the adventure of its lifetime.



NOTICE
TRAINS ARE
NOW USING
THIS CROSSING

KERMIT GEARY, JR.

The New Susquehanna

The first hint that the Delaware Otsego administration of the Suskie was to be anything but routine occurred on September 24, 1980, with an inspection trip over the line featuring a traditional NYS&W GP18 and a handful of passenger cars including the former-*California Zephyr* vista-dome observation car *Silver View*. The *Butler Zephyr*?

Local political and business leaders optimistically envisioned the NYS&W as a potential "linear industrial park" across northern New Jersey, and there was talk of restoration of commuter service. It was the usual blather associated with the "rebirth" of a railroad, but few truly expected anything more than maybe a new customer or two and the continued rambling through the weeds of a Geep with a handful of cars.

That Geep in the weeds pretty much typified the next couple of years, as Rich stabilized his operation of the NYS&W. He took advantage of Little Ferry's strategic location to develop a bulk transfer facility where plastic pellets, arriving in covered hoppers, could be reloaded into trucks for local distribution (there were also a number of other receivers of plastic pellets out on the line). In October 1981 he permitted the Jersey Central Chapter NRHS to operate the first public fantrip to Butler with a pair of GP18s towing a string of old DL&W m.u. trailers borrowed from N.J. Transit.

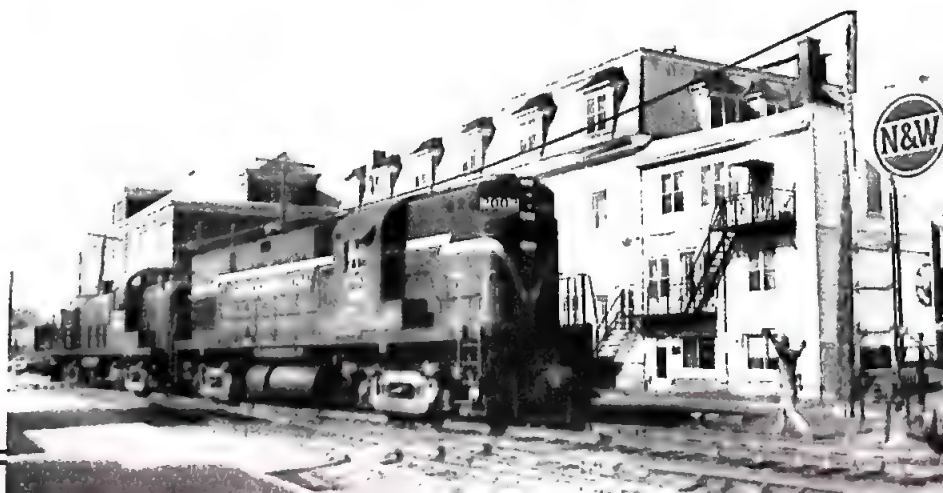
Then in the spring of 1982 things began to happen. On April 8, the Delaware Otsego System nearly doubled in size when it purchased from Conrail 177.4 miles of track in New York and New Jersey that would be brought under the NYS&W banner. The biggest segment was 154.6 miles of the old DL&W Syracuse and Utica branches out of Binghamton, N.Y. These "Y"-shaped lines, operating out of the old Erie yard in Binghamton, would be known as the NYS&W Northern Division. Included in the deal was some former-Erie industrial track near Pompton Junction, N.J., and 13.6 miles of the old Lehigh & Hudson River south from Warwick, N.Y., to Franklin, N.J.

Included in that sale were trackage rights over Conrail between Binghamton and the L&HR via Campbell Hall, Maybrook and Warwick, N.Y., which would permit the NYS&W to link its new Northern Division with its new L&HR trackage and, ultimately, the old NYS&W through a restored connection at Sparta Junction. Since the washout at Smoke Rise and the poor conditon of the abandoned track west of Butler prevented an immediate use of the new route, Conrail agreed to handle the NYS&W traffic between Binghamton and Passaic Junction, N.J., at a flat per-car rate.

This "haulage agreement" would be in force until Conrail chose to cancel it, at which time the trackage rights via Campbell Hall could be exercised. The NYS&W, under the terms of the sale, could not get full *trackage rights* to Passaic Junction but would have to connect at their west end via the L&HR. Included in the haulage agreement, however, was the stipulation that if the NYS&W could get together enough tonnage, it could operate its own trains between Binghamton and Passaic Junction. (Fat chance of that, eh?)

A maroon and gold Virginia & Mary-

THE FIRST HAULAGE train over Starrucca Viaduct (above) had two GP18s and two C430s on July 16, 1983. Typical of early operations on the Northern Division, maroon C420 2002 and ex-Adirondack green RS3 104 switched in Norwich, N.Y., on April 29, 1983.

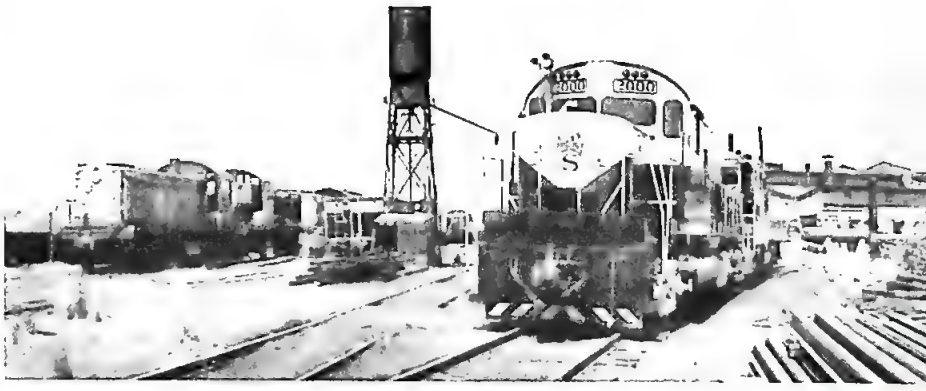


land ex-Long Island high-nose Alco C420 (NYS&W 2002) and Maryland & Delaware ex-L&N low-nose C420 (NYS&W 2000) were purchased for the Northern Division. The colors of the V&M C420 were adopted for a while as Delaware Otsego standard until it was later decided to go system-wide with NYS&W black and yellow.

Also in early 1982, Delaware Otsego purchased a fleet of passenger equipment including seven ex-Santa Fe full-length dome cars from the defunct Auto-Train, and soon domeliner fantrips were covering both the Northern and Southern divisions. In August 1982, the Suskie bought its first two ex-NYC Alco Century 430s from U.S. Leasing. Three more C430s quickly followed, giving the new NYS&W a road power fleet consisting of two C420s, three GP18s and five C430s plus a handful of smaller Alcos for yard and short line work.

The NYS&W began to test its Conrail haulage rights between New Jersey and Binghamton with some privately-chartered *Mystery Express* passenger excursions in April 1983. On July 16, the NYS&W fulfilled its destiny by operating its first "haulage train" from Binghamton to Passaic Junction—grandly over Starrucca Viaduct in daylight, to the total delight of a horde of railfans. The two GP18s, two C430s and 70-odd freight cars made an impressive sight on Starrucca, but reality raised its ugly head when one of the Alcos died and the train stalled on Gulf Summit—the NYS&W quickly found out that it would take more than showmanship to get their trains over the road.

It wasn't long before the haulage trains were running about once a week in each direction, and the yellow Alcos were occasionally seen as far west as Buffalo when they were borrowed by the chronically power-short D&H. To those who had grown up with the NYS&W struggling for mere survival, the sight of five shiny Centurys on a 100-plus-car freight on the old Erie main line was something of pure fantasy. But nobody outside the Cooperstown board room knew that "you ain't seen nothin' yet."



AN INSPECTION TRAIN crossed the Ramapo River bridge at Oakland, N.J., on October 31, 1980, giving shippers and local politicians a look at DO's newly-acquired NYS&W line. Ex-L&N C420 2000 was in the company of a GP18 and derelict Alcos at Little Ferry (below) on May 8, 1982. In the background is the shop and roundhouse.

But first, the 206

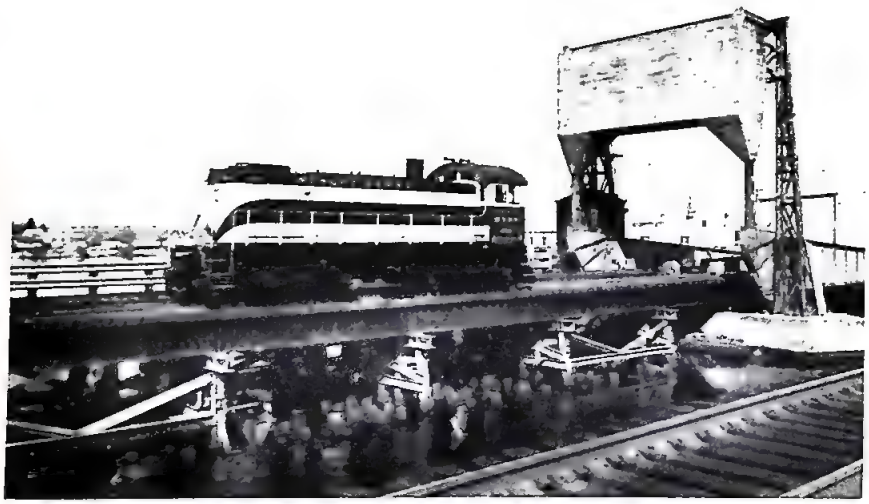
A key piece to the Susquehanna's rapidly-developing future began to take shape in March 1985, though no casual observer would have guessed it at the time. Back in 1982 when it bought the Northern Division lines, the NYS&W had also purchased an embargoed segment of the old L&HR between Warwick, N.Y., and Franklin, N.J. Conrail had continued to serve the zinc mine near Franklin with a weekly run up from Phillipsburg, and the local traffic from Warwick north was handled similarly from the Conrail connection at Greycourt. When the zinc mine stopped shipping its dozen-or-so cars a week to the processing plant in Palmerton, Pa., Conrail shut down the lower end of the L&HR and began abandonment proceedings.

Sussex County, N.J., desiring to retain rail service to a number of customers near Sparta Junction, purchased the line from Franklin to Limecrest, which the Susquehanna agreed to buy from the county over the next 20 years. Thus the NYS&W became the operator of 24 miles of the former L&HR from Pelton Road at the south end of the Warwick yard to Limecrest, including the unserviceable connection at Sparta Junction. With few existing or potential customers south of Limecrest, neighboring Warren County was not interested in purchasing the remainder of the L&HR, thus precluding any southward expansion of the "isolated" NYS&W operation. Conrail, in the meantime, had abandoned the old Erie passenger main line through Greycourt, but it continued to serve its customers in Warwick via the connection through Campbell Hall and Maybrook.

The Susquehanna's L&HR operation got off to an interesting start on March 26, 1985, when service was inaugurated using Alco S2 switcher 206, which had just been painted (with a contribution from the Bergen-Rockland Chapter NRHS) into its original 1942 maroon and silver livery. Eastern Propane at Sparta Junction was the primary customer, and the locomotive was kept on the propane plant spur.

Normal operation called for a crew to taxi out from Little Ferry every Satur-

THE LEHIGH & HUDSON RIVER between Sparta Junction and Warwick came under NYS&W operation in March 1985, using restored maroon and silver Alco S2 206, shown (**below**) at its dedication at Little Ferry on March 16. RS1 252 was southbound at Baird's Lane just south of Warwick on April 19, 1986, with two tank cars for Sparta Junction.



day morning (*Saturday!*—the railfans could hardly believe it), fire up the Alco and make a daylight round trip to the Conrail connection at Warwick.

With no run-around track at Sparta Junction, the train would shove north and pull engine-first southward. An ex-B&O caboose was later assigned to make the back-up move safer. (On April 29, 1985, the NYS&W took over operation of the Staten Island Rapid Transit freight lines from Chessie, picking up in the deal the caboose and ex-C&O SW9 5091, which became NYS&W 120.) The little 206 developed severe main generator troubles, and over the next few months a variety of engines worked the L&HR job, including a GP18, the ex-Chessie SW9 and an NYS&W RS1.

Meanwhile, business was doing well on the Northern Division, and the weekly haulage trains were keeping the big Alcos busy. Operations had expanded to include the Staten Island, and the little Rahway Valley was about to come into the camp. Walter Rich was big time in the short line business.

The stack trains

And up in Cooperstown, the Susquehanna was about to start playing hardball. Conrail held what they thought was an absolute monopoly on piggyback and container business into the Greater New York area. The D&H had given up the ghost on its *Apollo* piggyback service into Oak Island, and Conrail was hustling its "TV trains" (Trailer Vans) all over the Northeast, successfully focusing its most competitive efforts on the TOFC/COFC market. It was working out the final details of the first double-stack container train service into the Northeast, the American President Lines "Liner Train" over the former-Erie Southern Tier route into the Conrail container facility at Kearny, N.J.

Sea-Land Corporation was also interested in establishing stack trains into New Jersey, originating out of Tacoma, Washington, and Long Beach, California. Carstens staffer Bob Mohowski gathered some background on Sea-Land for an article in *Railpace*, from which we quote: "The Sea-Land Corporation was founded in 1956 and today is

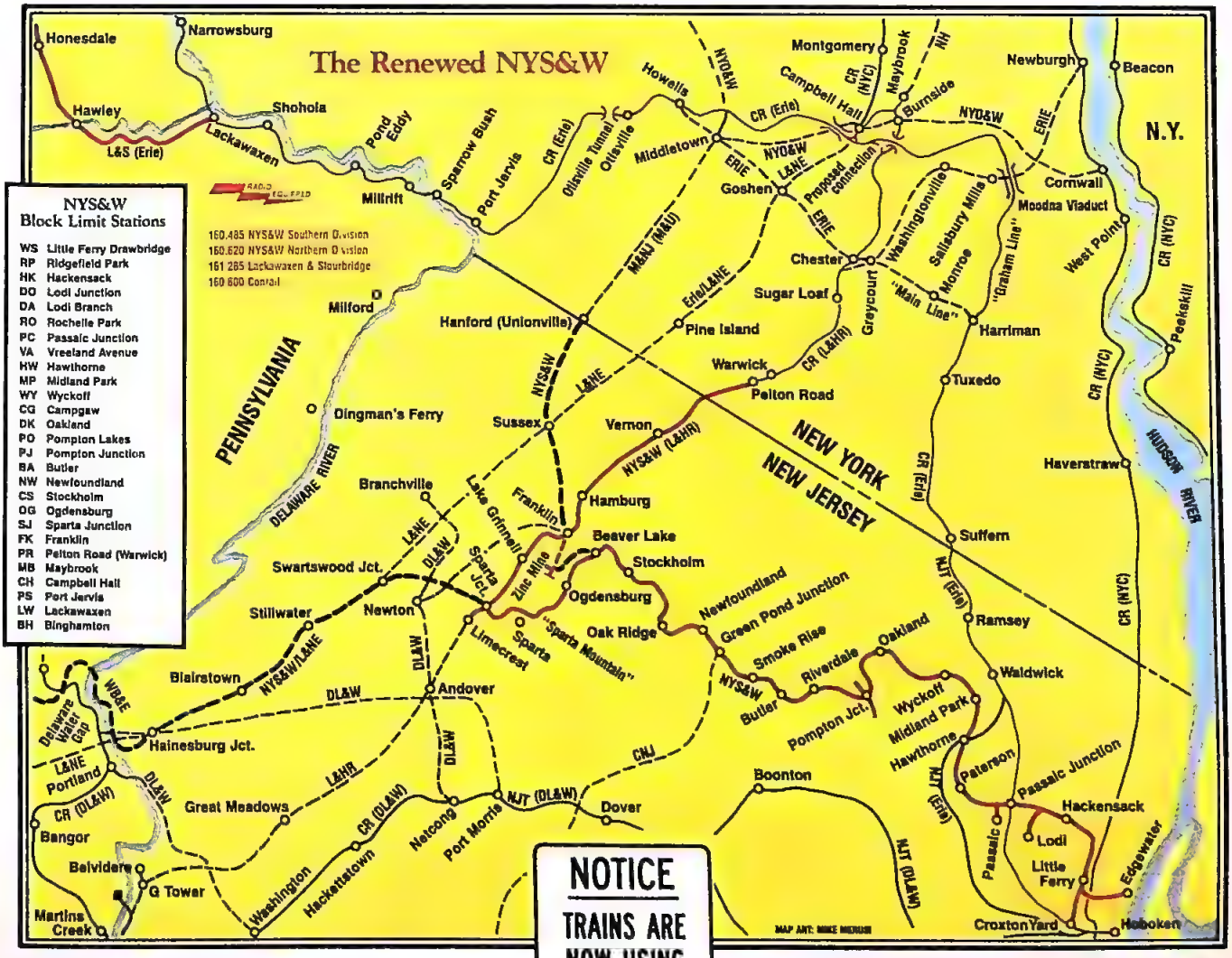
a world leader in international intermodal freight transportation. Its principle subsidiary, Sea-Land Service, Inc., operates a fleet of 57 container ships that serve 76 ports in 64 countries and territories. It owns well over 100,000 containers of various sizes and types for different cargoes, one of the larger fleets in the business. The company has set up 'hub' centers that allow it to realize the economic advantages of concentrating equipment and talent. Cargoes funnel in and out of these hubs like spokes of a wheel. Dedicated stack and conventional trains operate between the hubs. Because of this intermodal ability, Sea-Land offers customers the opportunity to move cargo under a single bill of lading from point of origin in one country to a destination in another. Sea-Land's inaugural route for double-stack service was Long Beach to the Gulf Coast (Houston and New Orleans), begun in 1980 with Southern Pacific equipment."

Wishing to expand its "hub" concept to the East Coast, Sea-Land approached Conrail about a rail site to coordinate with its ship-loading facility at Port Elizabeth, New Jersey. Conrail made a proposal for Sea-Land to use a portion of its general container facility in the former-Erie Croxton Yard. Sea-Land, however, insisted that it wanted its own terminal, while Conrail was equally insistent that Sea-Land use Croxton. Confident that Sea-Land had no alternative, Conrail held its position and waited for Sea-Land to come around.

What Conrail had overlooked was the Susquehanna. There was plenty of room for a container terminal in a perfect location at Little Ferry, and by linking up with the D&H at Binghamton and the Chessie at Buffalo, Sea-Land could create a rail route that would eliminate Conrail from the picture completely. The key factor was Chessie, which would get the lion's share of the haul, from Buffalo to Chicago. Chessie and D&H backed the Susquehanna's play, and much to Conrail's surprise and dismay, Sea-Land bought the Little Ferry property and gave the Susquehanna, D&H and Chessie a five-year contract to operate its container trains. Eighty-three five-platform Gunderson Twin-Stack® cars, to be painted bright red and lettered NYS&W, were immediately ordered for the service.

Realizing that it had been outflanked, Conrail then offered to put in a connection to the NYS&W near Little Ferry to serve Sea-Land's new terminal, but it was too late, for Chessie was deeply involved and was not about to be cut out of the action. Almost adding insult to Conrail's injury, Sea-Land began its double-stack trains in mid-June 1985 using the NYS&W cars over Conrail while details of the new routing were being finalized and the Little Ferry facility was being prepared.

Little Ferry was ready for business by August 1, 1985, and the first double-stack train was handed over to the NYS&W at Binghamton on August 4. The D&H brought two Sea-Land trains into Binghamton that day: the Tacoma double-stacks as DHTV-4 and the Long



Beach conventional containers on piggyback flats as DHTV-8. It was not exactly the NYS&W's finest hour. Conrail was not being a particularly gracious host to the D&H and Susquehanna, and it was not about to bend its trackage rights agreements to make its tenants' operations any easier. It refused to let the D&H and NYS&W swap power on its main line in Binghamton, forcing the trains to use the Suskie's ex-Erie yard for the maneuver.

The huge stack cars derailed twice going into the decrepit yard and twice again while backing out (of course, combining the 70-platform double-stack train with the 27 Long Beach container cars and then adding 31 mixed freight haulage cars up front was not exactly shrewd judgement on the Susquehanna's part, either). Once out on the main line, however, the monster 10,600-ton train (designated NTV-4 and powered by four C430s, a C420 and a borrowed CF7) made an uneventful overnight run over the old Erie to Passaic Junction and down NYS&W track into Little Ferry. The Suskie was in the stack train business.

THE FIRST STACK TRAIN was in the yard at Binghamton on August 4, 1985. Thirty-one "haulage" cars were ahead of the stacks, and the train had its problems departing.

Operations settle down

Throughout the rest of 1985, the colorful Susquehanna stack trains became a favorite railfan attraction. A coincidence of scheduling put most of the operations on the weekends, although many of the movements came after dark. At this time the D&H was working on Belden Tunnel above Binghamton and detouring all of its New England traffic over Conrail's Erie line to Starrucca Viaduct and then onto home rails at Jefferson Junction. Combining Conrail's handful of trains with the Suskie container trains and all the D&H detours made the Erie between Binghamton and Starrucca one of the hottest pieces of railroad in the Northeast.

From the onset, there were four Sea-Land trains a week operating on the Susquehanna. Eastbound NY-10 and westbound NY-9 were the Tacoma double-stacks, traversing an all-rail route from Tacoma to Chicago on the BN and then east on the B&O through New Castle to Eideneau, Pa., where they leave the main line and head through Butler, Pa., to the old BR&P through Punxsutawney and Salamanca to Buffalo. They continue east to Binghamton on D&H's trackage rights over Conrail's old Erie Southern Tier main line.

The Long Beach trains, SLN-4 and SLN-3, were not quite as simple. To begin with, they actually originate out of the Santa Fe's Hobart Yard in Los Angeles—the containers are off-loaded from the ships at Long Beach and trucked to Hobart for loading onto rail cars. Initially they were all containers on conventional piggyback flats, arriving in Chicago on a Santa Fe 841 Train carrying blocks for Chicago, Atlanta and Little Ferry. In some cases the Little Ferry containers would be trucked across the city to the C&O and reloaded for routing east via Detroit and Canada to Buffalo, where they would continue on the D&H. (This Canadian route is considerably shorter than the stateside B&O route, but because of the Detroit River tunnel it cannot accommodate double-stack equipment.) At other times, the "conventionals" would be combined with double-stacks off the BN and routed via Clearing Yard (where the Belt Railway of Chicago would of-

TWO PHOTOS: KEN KARLEWICZ

CONRAIL'S FORMER-ERIE east of Port Jervis, N.Y., has a couple of interesting features, such as Otisville Tunnel (left) and tall Moodna Viaduct (above). Both trains are eastbound, and the Moodna train has run-through Chessie and Guilford power.

ten handle them with their Alco C424s) to the B&O at Barr yard. When double-stacks were in the consist, SLN-3 and SLN-4 would have to run the B&O route.

Normal operation east of Binghamton in 1985 called for SLN-3 to lead off the weekend by departing Little Ferry late Saturday night, about the same time NY-10 was getting out of Binghamton. SLN-4 would come east out of Binghamton midday Sunday, while NY-9 would wrap things by heading west out of Little Ferry very late Tuesday night.

The schedules, however, were subject to considerable juggling and operational adjustments. When things were right on schedule, most of the action took place at night, but 1985 saw a lot of daylight running, and large amounts of Kodachrome were consumed lineside.

It became immediately obvious that the Susquehanna was short of motive power, as they worked the Northern Division lines with the big Alcos during the week and then gathered them together for main line service on the weekends. The GP18s and high-nose C420 260 (formerly NYS&W 2002) were used frequently on the through trains, along with a pair of leased CF7s in full Santa Fe colors. When the power was short, D&H and Chessie units would run through to Little Ferry ("D&H" actually meant Guilford power, which included new greys, Maine Central yellows and B&M blues, plus such mixed delights as black ex-N&W/ITC SD39s and a whole gaggle of former-Conrail power in different abuses of blue). Of course, the D&H would handle the trains over the Southern Tier to Buffalo with a wonderous mix of motive power.

In late 1985 the NYS&W was about to ink an agreement to pick up four ex-Penn Central C636s from Naporano's New Jersey scrap yard, when Chessie blew the whistle and insisted that any new power would be equipped with dynamic brakes and be suitable for run-through on the B&O (read EMD). In January 1986 the Susquehanna entered a new era with the arrival of four Burlington Northern SD45s (6475, 6480, 6486 and 6489, ordered by Northern Pacific and delivered as BN units in mid-1970), which quickly lost their BN lettering and were renumbered NYS&W 6360, 6362, 6364 and 6366, respectively, keeping with the NYS&W practice of assigning even numbers to m.u.-equipped units. All of the units had received the EMD-recommended upgrading of their 20-cylinder engines while on the BN and were in generally very good condition, though some were suffering the usual glitches that come from time in storage.

The April showdown

Obviously unhappy at being forced to handle the stack trains on an agreement that had been intended for the convenience of a "local short line," Conrail announced it would terminate the haulage contract on April 1, 1986, and renegotiate it at a higher mileage rate, reflecting the stack train revenues. This was a gamble on Conrail's part, for by cancelling the haulage agreement, it gave the Susquehanna the option of exercising its trackage rights via Campbell Hall and Maybrook to the L&HR connection. While the trackage rights were already contracted at a much more favorable mileage rate, they would require the Susquehanna to reopen its old line via Sparta Junction. Conrail was betting that the Susquehanna could not afford to finance the rehabilitation and would opt for the new haulage agreement at the higher rate.

While the Susquehanna and Chessie were studying the options and surveying the Sparta Junction route, Conrail agreed to extend the existing haulage agreement to October 1, 1986. The survey concluded that the Susquehanna and L&HR provided a good, high-clearance route with no problems that would prevent a reasonably conventional upgrading of the line. Only one major bridge, the N.J. Transit Erie line at Passaic Junction, was an overhead clearance problem, and that would be fairly easy to correct.

The Conrail agreement was only part of the problem on the Erie route. The line south of Suffern, N.Y., is owned by N.J. Transit, not Conrail, and because of the need to cut across both tracks to make the exit at Passaic Junction, eastbound stack trains often had to wait for hours at Suffern for a "window" in the busy commuter schedule to make their move. Although dealing with N.J. Transit on the operation of the trains had never been a problem, avoiding the congestion of the commuter zone was a distinct plus for the Sparta Junction route. The Susquehanna, however, would still have to contend with a handful of Metro-North commuter trains into Port Jervis consisting of joint MNCR/NJT push-pulls at rush hours and a Budd car shuttle to Suffern during the daytime.

A careful analysis of the costs and options made the decision obvious. It would be in the Susquehanna's best interest in the long run to reopen the line to Sparta Junction. With some New Jersey state money and Chessie support available, Walter Rich began to gather his resources to finance the $8 million project. Most of the passenger equipment, including the Super Dome fleet, was sold. Actual work on the line began in the spring of 1986.

The line west of Oak Ridge had been out of service since 1968, except for the bootleg move of the Morris County Central steam equipment from Sparta Junction to Newfoundland in December 1973 and the tourist operation to Beaver Lake that lasted until 1980. Because of the Smoke Rise washout, nothing had moved between Newfoundland and Butler since 1971. The rehabilitation task appeared nearly impossible, with the NYS&W's light rail, deteriorated ties and narrow, undulating right-of-way.

Numerous bridges required extensive work, including the total replacement of three of them. The washout at Smoke Rise had been filled in earlier (using old tank car bodies with their ends punched out as culverts), but no track had been laid over it. But by the summer of 1986, track equipment and work trains began venturing over the long-dormant line. The local populace must have been rather puzzled at the sight of a Santa Fe CF7 leading Amtrak ballast cars through rural Sussex County. ("Oh, those are Amtrak cars; they must be getting ready to run passenger trains again.") The ballast was purchased on-line from the quarry at Limecrest, just below Sparta Junction on the L&HR.

In the late spring of 1986, CSX put forth a bid to purchase Sea-Land, ensuring a commitment to keep the stack trains on Chessie and support for the NYS&W project. (On February 11, 1987, the ICC ruled that it had no jurisdiction in the $800-million CSX/Sea-Land transaction, apparently clearing the way for completion of the deal, although there are still some legal loose ends to be tied up.)

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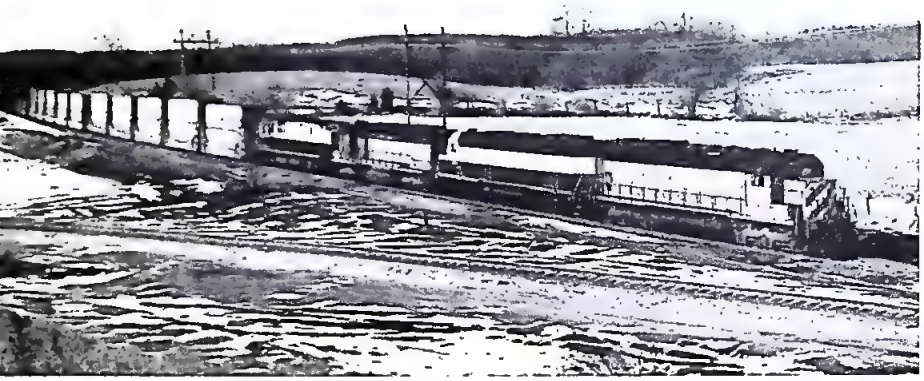

THE NEW CONNECTION at Sparta Junction is in the foreground as westbound SLN-3 holds on the old L&HR main line for a meet with NY-10 on January 17, 1987. An SU-100 rounds the east end of the new connection (below); the old NYS&W went left to the L&HR diamond. Four ex-BN SD45s had an NY-10 at Narrowsburg (right) in February.

The new connections

The Sparta Junction route was longer and more rugged than the Erie main line down from Campbell Hall, and there were some geographical quirks that would complicate operations. The connections at each end of the L&HR faced the wrong direction. An eastbound train could turn directly off the Erie at Campbell Hall to get into the now-abandoned yard at Maybrook, but the L&HR joined there at a trailing switch—and there was no run-around track long enough to hold a stack train. And at Sparta Junction, the connection between the L&HR and old NYS&W was similarly "backwards," and without a run-around.

Sparta Junction was the first and easiest problem to resolve. They simply bought the land to build a new leg of the "wye" to permit a direct left turn from the southbound L&HR to the eastbound NYS&W. Once grading was started, the new connection went in in less than a month. The very first through train to use the new route, SU-100 on October 15, 1986, was also the last to use the old southeast-quadrant connection, as the rail was cut at the east end the next day and the track bent over for the new connection. At present there are no plans to put in a switch at the east end to complete a wye at Sparta Junction. The L&HR remains intact south of the new north switch to provide access to the Limecrest quarry and the Eastern Propane/Diversified Industries siding. The old L&HR main is also used as a long stub-ended passing track where stack trains can meet.

The situation at Maybrook is still unresolved. An early option given serious consideration was the use of about three miles of the long-abandoned NYO&W main line between Campbell Hall and its L&HR crossing at Burnside, but a considerable amount of fill and a bridge over a highway would need to be replaced. The more desirable plan is to build a new connecting ramp where the L&HR crosses beneath the Graham Line just south of Burnside. Although there appears to be quite an elevation difference there, the L&HR is dropping downhill as it approaches from the south, and a new track on the adjacent hillside would be perfectly level as it curved to the west to reach the Erie Graham Line. The Susquehanna may face some resistance from Conrail in putting in the new connection (both the L&HR and Erie are Conrail lines at that point), but that appears to be the solution they will press for.

A number of bridges on the old NYS&W were strengthened, and the two frail through trusses at Smith's Mills and Excelsior Mills were replaced with second-hand through girders. N.J. Transit's Erie bridge over the NYS&W at Passaic Junction presented a different problem: it was too low to permit stack trains under it. In October 1986 the old NYS&W westbound main line was dug up and lowered four feet beneath the Erie bridge.

On October 1, 1986, the NYS&W exercised its trackage rights via the Sparta Junction route, and at the same time it signed a new haulage agreement to operate to Passaic Junction at the new higher rate. This gave the railroad the option of running either route depending on local conditions at any given time. Included was a detour agreement that would permit either the NYS&W or Conrail to use either route in an emergency (there was absolutely no truth, however, to the railfan rumors that Conrail was considering running its freights over the Sparta Junction route to get them off N.J. Transit).

By mid-October, rehabilitation was nearing completion on 22 miles of the L&HR from Warwick to Sparta Junction (at the same time Conrail was ripping up the south end of the L&HR from Limecrest to Belvidere) and 52 miles of the NYS&W from Sparta Junction into Little Ferry. The "Big Day" arrived on October 15, 1986, when SD45s 6364 and 6366 took eleven freight cars and dome-inspection car 509 down the L&HR under the cover of darkness as freight SU-100 and met the morning sun at Sparta Junction. The new connection was not yet complete, and a work train unit helped with the run-around so the SD45s could lead around the old connection and up the NYS&W main line (the first and only through train to do so). It made the run to Passaic Junction without incident. There it swapped its freight consist for a five-platform double-stack and a loaded container flat to return to Sparta Junction, testing clearances en route. It was an uneventful trip, as was the first revenue stack-packer, eastbound NY-10, which went over the mountain in the pre-dawn hours of October 19.

SLN-4 that evening, however, was another story. At Riverdale, just east of Butler, it derailed five sets of double-stacks on a busy crossing and made headlines all across northern New Jersey. Though there was no serious damage or injuries, it took two days to clean

up the mess. The stack trains went back to the Conrail routing for two more weeks while rehabilitation continued on the line east of Butler (ironically, the derailment occurred on a portion of the line that had never been out of service).

Trains returned to the new line on November 10, but two weeks later NY-9 derailed seven units (Alco 3000, two SD45s, F45 6644 and three B&M GP40s) in the middle of another busy crossing at Stockholm and made the headlines again. Local newspapers that had fiercely fought the abandonment of the L&HR and nearby DL&W "Cutoff" were suddenly screaming that we were all going to be killed in our beds by these awful trains that were now running on the Susquehanna. The mayor of Sparta got his picture in the papers pulling spikes out of the track with his bare hands. Again, trains returned to Conrail while trackwork continued.

Around Christmas trains began running again, and this time they made the railfan magazines and not the newspapers. The track west of Stockholm is to be brought up to FRA Class 3 standards, permitting 40 m.p.h. operation, while curves and congestion east of there will keep the speeds to about 25 m.p.h. The roadbed, right-of-way and ties were good for that by January 1987, but the old 90-lb. rail requires constant inspection. A program of new, heavier rail is scheduled to begin as soon as spring weather permits.

Meanwhile, the trains have been running with little difficulty, and they are a truly impressive sight. The area around Sparta Junction is particularly interesting, with the L&HR and NYS&W creating what has been dubbed the "Susquehanna Loop." At Franklin, N.J. the two ends of the loop are within earshot if not quite within sight of each other as they are only two miles apart, with the L&HR in the valley on the west side of town and the Susquehanna climbing high on the flank of Sparta Mountain to the east. Six miles south of Franklin, between Sparta Junction and the old Sparta depot, the railroad makes a 180-degree turn and begins its five-mile 1.2% climb to the summit at Beaver Lake. (You can still see traces of the right-of-way of the Susquehanna's old Hanford Branch, which dropped even more steeply down from Beaver Lake through Ogdensburg to the now-unused spur at the zinc mine across the valley.)

Yellow Jacket in the snow

In late October and early November 1986 the Susquehanna picked up six more BN units, including a couple of real surprises. Along with SD45s 6509, 6514, 6521 and 6525 came a pair of "F-units," F45s 6640 and 6644. The railfans could hardly believe it. But knowing Walter Rich, they were not surprised when it was one of the F45s that became the first of the BNs to get the full Susquehanna "Yellow Jacket" colors. An inspection trip for rail executives on Tuesday, December 16, found NYS&W 6370 (BN 6644) leading the dome-inspection car west over the Sparta Mountain line. You could smell the fresh paint as the engine passed by. It was a few more weeks before the unit got her full lettering, nose herald and side "hash mark" safety stripes. She was instantly the queen of the fleet. Five more SD45s (6500, 6503, 6513, 6515 and 6542) followed in January 1987.

As the winter snows piled up on Sparta Mountain, the NYS&W operations settled down to a predictable pattern of three trains in each direction per week. In February 1987 some of the symbols were shuffled to better coordinate operations with the D&H (SLN-3 became SLN-5, because the D&H has a Boston-originating SLN-5 that is joined with the NYS&W train at Binghamton to be forwarded to Buffalo). Saturday is still usually the best day for action. Westbound SLN-5 is called out of Little Ferry just before midnight on Friday evening, and eastbound NY-10 is usually getting out of Binghamton about the same time. They will frequently meet on Saturday morning somewhere between Sparta Junction and Port Jervis, almost guaranteeing one or two

DIESEL ROSTER

NEW YORK, SUSQUEHANNA & WESTERN

Delaware Otsego System

NUMBER	BUILDER	MODEL	NOTES
16	GE	70-ton	Rahway Valley, built new 1951; out of service at Kenilworth.
17	GE	70-ton	Rahway Valley, built new 1954; in service at Kenilworth.
20	Alco	S2	Built for FJ&G 1945, stored for scrap at Little Ferry.
21	Alco	S2	Built for FJ&G 1946, stored for scrap at Little Ferry.
100	Alco	RS2	D&H 4022, C&CV 100. Out of service at Binghamton, "parts unit."
101	Alco	RS3	D&H 4088, CNY 101. In service on L&S, Honesdale.
102	Alco	RS3	Reading 465. Out of service at Little Ferry, "parts unit."
103	Alco	RS3	Reading 492. Out of service at Utica, "parts unit."
104	Alco	RS3	D&H 4117, Roberval & Saguenay 29, Adirondack 29. At Binghamton for wheel work.
116	EMD	NW2	NYO&W 116, NYC 9501, PC 8684, Conrail 9264. Acq 1/87, to be repainted NYO&W 116.
120	EMD	SW9	C&O 5091, acquired with Staten Island R.R. 5/85.
206	Alco	S2	Built for NYS&W 1942; repainted original colors 3/85. Stored at Little Ferry for overhaul.
238	Alco	RS1	Built for NYS&W 1945. Stored at Cooperstown.
252	Alco	RS1	Built for NYS&W 1947. Stored at Binghamton.
260	Alco	C420	High nose: LIRR 221, V&M 202, NYS&W 2002. Acq. 4/82. In service.
1800	EMD	GP18	Built for NYS&W 1962. In service.
1802	EMD	GP18	Built for NYS&W 1962. In service.
1804	EMD	GP18	Built for NYS&W 1962. In service.
2000	Alco	C420	Low nose: L&N 1312, V&M 50. Acq. 4/82. Stored at Little Ferry for overhaul.
3000	Alco	C430	NYC/PC/Conrail 2050, acq. 8/82. In shop for service.
3002	Alco	C430	NYC/PC/conrail 2052, acq. 8/82. Wrecked Lisle, N.Y., 2/87.
3004	Alco	C430	NYC/PC/Conrail 2051, acq. 1/83. Wrecked Norwich, N.Y., 2/87.
3006	Alco	C430	NYC/PC/Conrail 2056, acq. 3/83. In service.
3008	Alco	C430	NYC/PC/Conrail 2055, acq. 3/83. Retired at Little Ferry 1986, "parts unit."
6360	EMD	SD45	BN 6475, acq. 1/86. Stored at Binghamton, "parts unit."
6361	EMD	SD45	BN 6514, acq. 11/86. Out of service at Little Ferry.
6362	EMD	SD45	BN 6480, acq. 1/86.
6364	EMD	SD45	BN 6485, acq. 1/86.
6366	EMD	SD45	BN 6489, acq. 1/86.
6370	EMD	F45	BN 6644, acq. 11/86. First '45 painted yellow, 12/86.
6500	EMD	SD45	BN 6500, acq. 1/87
6503	EMD	SD45	BN 6503, acq. 1/87.
6509	EMD	SD45	BN 6509, acq. 10/86.
6513	EMD	SD45	BN 6513, acq. 1/87.
6515	EMD	SD45	BN 6515, acq. 1/87.
6521	EMD	SD45	BN 6521, acq. 11/86 in place of undelivered BN F45 6642.
6525	EMD	SD45	BN 6525, acq. 10/86.
6542	EMD	SD45	BN 6542, acq. 1/87.
6640	EMD	F45	BN 6640, acq. 11/86.

Santa Fe CF7s 2417, 2425 and 2426, previously on lease, are now stored at Binghamton.

Roster compiled 2/12/87 by Jim Boyd from NYS&W and other sources.

As of February 12, 1987.

daylight moves for the railfans. SLN-4 is usually out of Binghamton early Saturday evening, generally making it most of the way to Little Ferry before Sunday daylight. NY-9 departs Little Ferry before midnight on Monday and can usually be caught above Maybrook during daylight on Tuesday.

In early February a new train was added: westbound SLN-1 out of Little Ferry just before midnight on Wednesdays with stacks and haulage cars (this symbol was changed to SLN-3 after only two runs as SLN-1). Upon arrival in Binghamton, the power returns east on local SU-100 late Thursday. This train handles the eastbound haulage freight and replaces the short-lived "Lackawaxen Turn" out of Binghamton on Thursdays that serviced the Lackawaxen & Stourbridge interchange at Lackawaxen. SU-100 also handles the local customers at Sparta Junction and the Butler/Oakland end of the old NYS&W. With all the local work, SU-100 often dies between Maybrook and Sparta Junction and comes in with a new crew during daylight hours Friday morning. Don't forget, however, that these schedules are subject to all sorts of operational variations, equipment availability and the arrival and departures of ships on both coasts, so don't be surprised if the trains actually run anywhere from twelve to 24 hours off schedule.

All trains must still perform an end-for-end move at Maybrook. Sometimes a pair of units is kept at Campbell Hall to perform the pull-by, but recently they have been splitting up the road engines into two sets to pull-by themselves at the L&HR junction.

While on Conrail, the trains are handled by the Hornell dispatcher, and the Susquehanna trains, regardless of their NYS&W designations, are symbolled NTV-4 and NTV-9 (west of Binghamton, the D&H now calls them TV-94 and TV-99). Keep in mind that everything north of the Pelton Road crossing at Warwick belongs to Conrail.

The Conrail dispatcher uses 160.800 on the radio, while the Susquehanna has a network of repeaters and communicates with the Cooperstown dispatcher on 160.485. The Cooperstown dispatcher can be heard all along the line, and even when you can't hear the train, you can usually figure out what's happening by just listening to the dis-

KEN KARLEWICZ

patcher's side of the conversations. The Susquehanna uses two-letter station codes in its radio train orders, so refer to the key on page 51 to decipher the locations.

The Susquehanna is presently qualifying its engineers and train crews to operate over Conrail from Warwick to Binghamton. At the present time, however, there are not enough qualified to permit Susquehanna crews on all trains. Crews are usually changed at Port Jervis, Campbell Hall, Maybrook or Warwick/Pelton Road, depending on hours of service and the particular men involved. Susquehanna crews are also occasionally changed at Sparta Junction if they run out of time. Conrail and Susquehanna mobile or police units will usually escort the train to maintain communications and ferry the crews to change points.

All of this usually results in a lot of radio talk, and when there is a train on the road you can usually detect it pretty easily with a scanner. Please do not telephone Little Ferry or the Cooperstown dispatcher for a line-up; while the railroad tolerates railfans out on the road, they have instructed employees not to give out train information on the phone. The police understand railfans and won't bother you if you behave like adults and observe common-sense safety precautions.

As with any freight operation, the stack trains are subject to day-by-day changes. Guilford and Chessie run-through power has been rare in early 1987, though the future is anybody's guess. The BN units will be renumbered and painted yellow as shop time permits, but the future doesn't look too good for the C430s. The 3008 has been dead for some time, and in early February 1987 the 3002 hit an ice-impacted crossing at Lisle on the Syracuse line and rolled on its side, effectively initiating its premature retirement. The same

YELLOW JACKET F45 6370 was leading a westbound SLN-3 over Starrucca Viaduct in Janaury 1987 and was waiting with SD45 6509 on SU-100 while crews changed at the propane siding at Sparta Junction (top) in mid-February. The following week, SLN-4 (left) came through Wyckoff, N.J., behind five SD45s. In the July issue we will have vintage photos of NYS&W, L&HR, L&NE, Erie and NYO&W along the route of today's trains.

thing happened to the 3004 a week later near Norwich on the Utica line when it hit snow that had been plowed from a parking lot onto the track. On the bright side, many of the smaller Alcos (chop-nosed C420 2000, some RS3s and the old-scheme switcher 206) are slated for overhaul. Additonally, Adelbert Button, a retired executive with the I.L. Richer grain company in Norwich, N.Y., purchased NW2 9264 from Conrail. The EMD switcher will be restored to its as-built identity as New York, Ontario & Western 116. It is on a five-year lease to the Susquehanna and will probably end up working the Staten Island or Rahway Valley jobs—after a triumphant return to Norwich and a trek over some former-NYO&W trackage operated there by the Susquehanna.

Meanwhile, the railfan grapevine comes alive about 5:30 every Saturday morning as those who have kept the night vigil start rousting the faithful out of bed. "SLN-5's got the yellow F in the lead and is meeting NY-10 at Sparta Junction about 8:00—and there's not a cloud in the sky. Let's go!" ∞

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units is "Mountain Diesel Transportation," whose partners are Mark Hemphill, Dale Sanders and Tom Carver. Notice anything about the initials of their first names and the initials of Mountain Diesel Transportation?

As staffers of *CTC Board*, Dale and Mark are pretty well known within the railfan community, but as our news item suggested by omission, few have ever heard of Tom Carver. A native of Stonington, Conn., Tom is presently living in Santa Barbara, Cal., and working in a photo lab. He has recently graduated from Brooks Institute and is planning to get married and move "back East." He went to Alaska a year or so ago with Dale Sanders where they met up with Mark Hemphill, who was working there at the time. There they formulated a plan to buy *an* F-unit. They ended up getting six. Thus was born Mountain Diesel Transportation.

I'll get that name right from now on. And I won't forget Tom Carver, either.

Philip R. Hastings 1925-1987

STEVE RUST

Dr. Philip R. Hastings

One of the real giants of our hobby succumbed to a mercifully brief bout with cancer on February 20, 1987, in his hometown of Waterloo, Iowa.

Born in Bradford, Vermont, on April 26, 1925, Phil Hastings lived there until graduating from high school in 1942. His father was a country lawyer and a "closet railfan" who instilled in his two sons a fondness for trains. In his adolescent years, Phil was "adopted" by the local B&M agent-operator, Burnside H. Hooker, who had him working chores around the depot including handing up "19" orders. Phil never did quite learn the telegraph code, although "Burn" tried mightily to teach him.

A Kodak Brownie got Phil into railfan photography at the age of ten, but a Kodak Special 616 with five shutter speeds introduced him to serious photography in 1941. His first published photos were non-rail subjects in local publications, and his first rail subject appeared in *Railroad* Magazine in 1946. In the meantime Phil had spent two years in the Army and married Marian Bickford in 1945. He attended Tufts, Fordham and New York Universities and the University of Vermont, from which he graduated medical school in 1950. Returning to active military duty during Korea, he became interested in psychiatry and pursued that career training until joining a clinic in Waterloo, Ia., where he has resided since 1959.

It was during the late 1940s and throughout the 1950s that Phil developed a style of photography that is typical of the best of railfan photography practiced today. At a time when roster purists and "wedge shooters" predominated, Phil would photograph trains in action surrounded by their natural settings—including the human element. And he was an early master of night work.

Phil achieved national stature when he teamed up with *Trains* Editor David P. Morgan for a series of articles on the last of steam that was later compiled into the hardcover book *The Mohawk that Refused to Abdicate*. That combination of Hastings' photos and Morgan's text produced what may be the finest piece of railfan journalism ever published. For his lifetime of significant contributions to railfan photography, Phil was given the R&LHS Railroad History Award for Photography in 1985.

With family and professional commitments, Phil became less prolific in rail photography after the early 1960s, though he never abandoned it completely. He was always willing to share his work with others in countless books and magazine features. Working with John Krause, he authored *Chicago Great Western: Iowa in the Merger Decade* for Carstens, and at the time of his death he had just completed the details with Krause and Editor Walt Lankenau on a similar softcover look at the Rock Island, which will be out later this year.

Since 1962 Phil had been very active at the Mid-Continent Railway Museum in North Freedom, Wis., where he kept a Rock Island caboose for family weekends. He served as president of Mid-Continent and on its board of directors. With about three months' warning that his cancer had spread beyond control, Phil had time to put things in order and arrange for his photography and railroadiana

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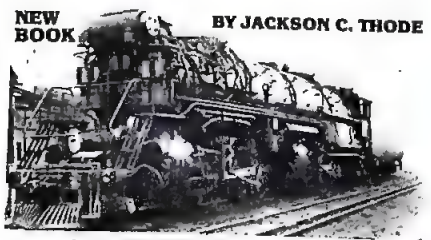

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collection to be donated to Mid-Continent, where a climate-controlled library is to be erected in his honor and where his material can continue to be shared with future generations.

Phil Hastings leaves behind his wife, daughter, four sons and two granddaughters, as well as his brother and an entire legion of railfan friends and admirers who knew him either in person or through his work. He will not be forgotten.

Over the top

It's very dark on the top of Sparta Mountain around midnight, and the low moon does little to make shapes clear in the shallow notch where the rails of the NYS&W pass through. The one lane road that comes off Route 23 at Beaver Lake is packed with an assortment of cars that have their parking lights on or four-ways flashing. At least two dozen people stand near the crossing, with perhaps the glow of a cigarette to mark an individual here or there. An air comradery marks the group; a voice can ocassionally be recognized as it rises above the level of half a dozen conversations.

This crest of Sparta Mountain in rural northwestern New Jersey is the next logical viewing place for these train watchers who are following the progress of the Susquehanna's first train on the reopened line. Some of these people have been with the train for hours and had seen it leave the Conrail main at Campbell Hall, N.Y., change direction at Maybrook, come down the L&HR through Warwick and then swing east at Sparta Junction. While the return of big time railroading over the L&HR was exciting after a ten year void, the main feature of the evening will take place here on the six-mile climb up the 1.2% grade. Many of those present have never seen a train on this part of the railroad, and their first experience will be big power on a mile-long train coming out of the Walkill Valley. Literally and figuratively, this will be the major hurdle for the train.

While awaiting the train, the progess of the trip thus far is discussed and critically analyzed. "I think . . . ," "They should . . . ," and "Will they . . ." preface many comments. One figure in the background quietly watches and waits. No doubt more anxious than anyone present, NYS&W President Walter Rich is awaiting the culmination of months of planning and effort.

A low background sound, present all during this time, is now easily identifiable as the pulsations of a pair of turbocharged EMDs.

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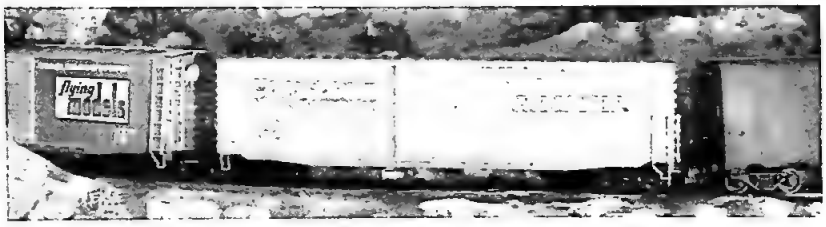

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NEW YORK, TAPPAN, ORANGETOWNS Train Meet and picnic, rain or shine, June 7, 1987 at the German Masonic Fairgrounds on Western Hwy, 9 A.M. to 4 P.M. Adults $3.50, children under 12 free with adult. Allan F. Seebach, Jr., 104 Oak Street, Orangeburg, NY 10962. 914-365-1473, after 6 P.M. 587

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BOOKS & PUBLICATIONS

GREEN MOUNTAIN RAILROAD history, 188 pages, 350 photos and diagrams. $18.00 softcover, $25.00 hardcover plus $2.50 handling. R.W. Nimke, RR1 Dept. SL, Walpole, NH 03608. TF

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EASTERN MASSACHUSETTS RAILFAN GUIDE, three color, 24" X 36" map with Metropolitan Boston inset. Detailed Railfan's guide text. Mass Bay RRE, Box 360-R, Babson Park, MA 02157. 787

"DAYS ALONG THE BUCKWHEAT and Dandelion" the history of the Unadilla Valley Railway. 145 pages, 8 1/2 X 11, soft bound, colored covers, full history and photos, $21.50. Frederick Pugh, Box 26, West Edmeston, NY 13485. 587

"NARROW GAUGE TO THE HILLS" by Mead $15.95 plus $1.25 shipping from David & Charles, North Pomfret, VT 05053. TF

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"NORTH PLATTE CANTEEN" history of world famous World War II servicemen's canteen located in North Platte, Nebraska, Union Pacific Railroad Station. Soficover, 36 pages, $8.00 postpaid, South Platte Press, Box 183, David City, NE 68632. 587

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WANTED

WANTED: MANUALS, literature, photos, or any information on 35 ton Whitcomb switcher engine. Danny Norman, 139 Ryon Avenue, Hinesville, GA 31313. 587

WANTED: WE BUY RAILROAD books, single items or entire collections. C.N. Vallette, Box 447-D, Bethayres, PA 19006. 188

NEGATIAVES, slides, old original photographs of Scranton Railway Co., or predecessors. Charles Wrobleski, Box 663, Scranton, PA 18501. 587

MKT WANTED original Kodak slides of current roster and action. J. Luckfield, 545 So. McKnight, St. Paul, MN 55119. 587

WANTED: New York, Ontario & Western 8 and 6 mm B&W and color movies and photos, memorabilia, etc. Also photos of West Shore Division in Rockland County. Allan F. Seebach, Jr., 104 Oak St., Orangeburg, NY 10962. 587

WANTED-HELP! RETIRED RAILWAYS executive and historian seeks help in determining fate of two WW-II British built locomotives which may have been shipped to the USA. Locomotives are 1944 Vulcan 2-8-0 No. 5132, British War Dept. #79189. In January '46 left Holland, went to Antwerp port, "disappeared". 1943 Hunslet 0-6-0 saddle tank No. 2851, British War Dept. #75002. Reportedly sent to Ft. Eustis, VA 1947 and scrapped 1952. Desire information relocation in USA, use, when and where scrapped. Please write/contact MG(Ret.) Hugh F. Foster Jr., 97 Turkey Lane, Furlong, PA 18925. 215-794-5625. 787

MOVIES OF THE NYS&W, L&NE, L&HR AND WB&E. 8mm, super 8mm, 16mm. Will buy or request permission to duplicate professionally. Must be pre-1963. Harold H. Carstens, PO Box 700, Newton, NJ 07860. TF

WILL BUY: RR Lithographs. Singles or collections, Fogg, Ragan, Dedek, Hiney, others. Send description, size, condition, price to: Hinkhouse, Box 898, New Braunfels, TX 78130. 587

NEEDED, MATERIAL for a Carstens Book: NC and St.L, steam and early diesel. Action photos, photos of trains showing stations and other structures, water tanks etc. Name trains, main lines, branchlines etc. Streamlines etc. Contact John Krause, PO Box 782, Water Mill, New York, 11976.787

ATTENTION PA/NJ RAILFANS: I want to buy your photos of Bethlehem Steel's Philadelphia, Bethlehem & New England RR at Bethlehem, PA. Diesels, rolling stock, yards, mill, etc. Also information. Tom DeWindt, 523 Cortlandt, Houston, TX 77007. 587

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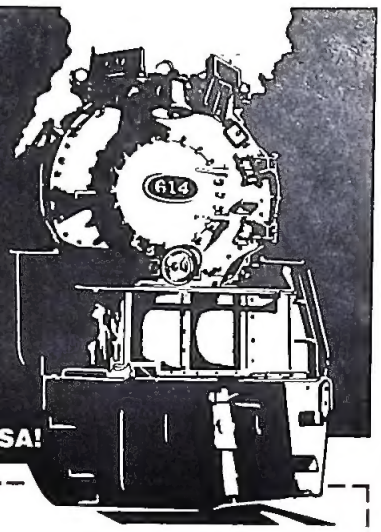

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route. The Susquehanna's efforts had heroics that appealed to the human instinct for siding with the underdog. One felt that the grins, smiles and laughter as that first NY-10 topped the hill were as sincere as those expressed in a personal victory. If good will, high hopes and rooting for success could be translated into drawbar pull, Walter Rich and Barry Baker had the equivalent of an SD45 added to the head end that night.

I'm quite sure that it was this very thing that made up for the intermittent loss of tractive effort and got the "stacks" over the hill. Glad that we could help, Mr. Rich—ROBERT MOHOWSKI.

Howard Fogg Exhibit

There will be an exhibition of Howard Fogg's paintings at the St. Louis Mercantile Library (510 Locust Street, Sixth Floor Reading Room in downtown St. Louis) from April 15 through May 31, 1987. Admission is free and the hours are 8:30 a.m. to 4:30 p.m. Monday through Friday. Howard Fogg will be present at a reception in his honor at the library on Sunday, April 26, from 3:00 to 5:00 p.m.

The exhibition will feature some 30 of Fogg's oil and watercolor paintings on a wide vartiety of rail subjects, including some from the John W. Barriger III collection. Barriger's large personal railroad reference library is now part of the St. Louis Mercantile Library, and Howard's long personal friendship with Barriger inspired the library to mount the exhibition.

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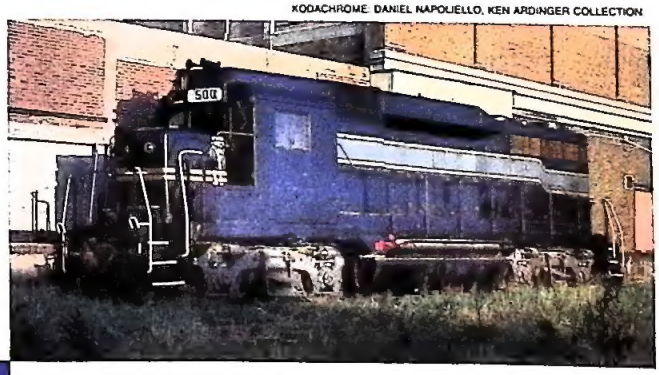
KODACHROME 200: JIM BOYD

EASTBOUND SU-100 crosses a creek alongside Route 23 at Stockholm, N.J., on the recently-reopened segment of the NYS&W on February 6, 1987. A Morris County Central 2-8-0 was shown on this same bridge on page 43 of the Spring 1975 RAILFAN. Westbound NY-9 (left) is shown snaking its way along Conrail's ex-Erie main line at Port Jervis, N.Y., on January 13, 1987, with a Santa Fe CF7 as the fourth unit.

KODACHROME: DANIEL NAPOLIELLO, KEN ARDINGER COLLECTION

KODACHROME: BRIAN PALMER



THE ONLY FATALITY in a collision between a semi-truck and a Santa Fe freight at a crossing at Bluff Dale, Texas, on Thanksgiving 1987 was GP30U 2733, seen here the next day. We were not able to show an SP&SF unit in our GP30 features, but this shows how the "Kodachrome" scheme holds up to "severe weathering."

KODACHROME: CALVIN CHRISTMAN

THE "MYSTERY" GP30, Diesel Electric Services 500, ex-SSW 5000, is presently in storage at the "K.D. Stockyard Station" mall in Sioux City, Iowa, where it was photographed on Ausust 25, 1983. This may be the only GP30 to be sold for re-use other than for preservation. A number of GP30s received the Seaboard System livery, as shown on 1391 at Baldwin, Fla., in November 1984. Some GP30s also got Family Lines colors.

KODACHROME: JIM HUNT

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